

# NACOmatic

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00S	=>	45
03S	=>	60
05S	=>	63
12S	=>	47
16S	=>	48
17S	=>	48
22S	=>	50
24S	=>	51
25U	=>	39
26U	=>	45
28U	=>	50
35S	=>	63
45S	=>	60
56S	=>	60
61J	=>	52
61S	=>	33
62S	=>	31
64S	=>	57
77S	=>	33
AST	=>	27
BDN	=>	29
BKE	=>	28
BNO	=>	30
BOK	=>	29
CVO	=>	32
CZK	=>	30
DLS	=>	62
EUG	=>	36
GCD	=>	40
HIO	=>	52
HRI	=>	38
LGD	=>	43
LKV	=>	43
LMT	=>	42
MFR	=>	47
MMV	=>	46
ONO	=>	50
ONP	=>	48
OTH	=>	49
PDT	=>	51
PDX	=>	53
PFC	=>	50
RBG	=>	58
RDM	=>	57
REO	=>	58
S49	=>	63
SLE	=>	59
SPB	=>	60
TMK	=>	62
TTD	=>	56
UAO	=>	27

## GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the National Aeronautical Charting Office, FAA, Department of Transportation, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

## CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

**CRITICAL** information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

### FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626  
800 Independence Ave., SW  
Washington, DC 20591  
Telephone 1-866-295-8236  
Fax 202-267-5322  
Email 9-ATOR-HQ-AIS-AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information	Airspace Information*
	Cut-off date	Cut-off date
22 Oct 09	9 Sep 09	20 Aug 09
17 Dec 09	4 Nov 09	15 Oct 09
11 Feb 10	30 Dec 09	10 Dec 09
8 Apr 10	24 Feb 10	4 Feb 10
3 Jun 10	21 Apr 10	1 Apr 10
29 Jul 10	16 Jun 10	27 May 10

\*Including changes to preferred routes and graphic depictions on charts.

### FOR CHARTING ERRORS CONTACT:

FAA, National Aeronautical Charting Office, ATO-W  
SSMC-4 Sta. #2335  
1305 East West Highway  
Silver Spring, MD 20910-3281  
Telephone 1-800-626-3677  
Email [9-AMC-Aerochart@faa.gov](mailto:9-AMC-Aerochart@faa.gov)

Frequently asked questions (FAQs) are answered on our web site at [www.naco.faa.gov](http://www.naco.faa.gov).

See the FAQs prior to contact via toll free number.

### FOR PROCUREMENT CONTACT:

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Distribution Division, ATO-W  
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Glenn Dale, MD 20769-9700  
Online at [www.naco.faa.gov](http://www.naco.faa.gov)  
Email [9-AMC-Chartsales@faa.gov](mailto:9-AMC-Chartsales@faa.gov)  
Telephone 1-800-638-8972  
Fax 301-436-6829  
or any authorized FAA Chart Agent

**New or Changed Information**—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.

# GENERAL INFORMATION

1

## TABLE OF CONTENTS

General Information.....	Inside Front Cover
Abbreviations .....	2
Directory Legend .....	4
Airport/Facility Directory	
Idaho.....	22
Montana.....	59
Oregon .....	104
Washington.....	141
Wyoming.....	195
City/Military Airport Cross Reference .....	216
Seaplane Landing Areas .....	217
Special Notices.....	218
Regulatory Notices .....	226
FAA and National Weather Service	
Telephone Numbers .....	227
Key to Aviation Weather Reports .....	228
Air Traffic Facilities Telephone Numbers .....	230
Air Route Traffic Control Centers .....	232
Flight Service Station Communication Frequencies.....	233
Flight Standards District Offices.....	236
Routes/Waypoints	
Low Altitude Directional Routes .....	237
High Altitude Preferred Routes.....	238
Q-Routes.....	239
RNAV Routing Pitch and Catch Points .....	242
VFR Waypoints.....	253
VOR Receiver Check .....	261
Parachute Jumping Areas .....	264
Aeronautical Chart Bulletins .....	266
Supplemental Communication Reference .....	275
Airport Diagrams .....	281
National Weather Service (NWS) Upper Air Observing Stations.....	328
Enroute Flight Advisory Service (EFAS) .....	Inside Back Cover

**GENERAL INFORMATION****ABBREVIATIONS**

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
acft	aircraft	CIV	Civil
ADCC	Air Defense Control Center	cld	closed
AER	approach end rwy	comd	command
AFB	Air Force Base	CONUS	Continental United States
AFHP	Air Force Heliport	CSTMS	Customs
afld	airfield	ctc	contact
AFOD	US Army Flight Operations Detachment	ctl	control
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	daigt	daylight
AFSS	Automated Flight Service Station	Dec	December
AG	Agriculture	DIAP	DoD Instrument Approach Procedure
A-GEAR	Arresting Gear	DoD	Department of Defense
AGL	above ground level	DSN	Defense Switching Network (Telephone)
AHP	Army heliport	dspclcd	displaced
ALS	Approach Light System	durn	duration
alt	altitude	eff	effective
AMC	Air Mobility Command	emerg	emergency
ANGS	Air National Guard Station	EOR	End of Runway
apch	approach	ETA	Estimated Time of Arrival
Apr	April	ETD	Estimated Time of Departure
APU	Auxiliary Power Unit	exc	except
ARB	Air Reserve Base	extd	extend
arpt	airport	FBO	fixed-base operator
ARS	Air Reserve Station	Feb	February
AS	Air Station	fld	field
ASDE-X	Airport Surface Detection Equipment—Model X	FLIP	Flight Information Publication
ASU	Aircraft Starting Unit	flt	flight
ATC	Air Traffic Control	flw	follow
Aug	August	Fri	Friday
AUW	All Up Weight (gross weight)	FSS	Flight Service Station
avbl	available	GA	glide angle
bcn	beacon	GCA	Ground Controlled Approach
blo	below	GS	glide slope
		haz	hazard
		HQ	Headquarters

**CONTINUED ON NEXT PAGE**

# GENERAL INFORMATION

3

## CONTINUED FROM PRECEDING PAGE

hr	hour	npi	non precision instrument
IAP	Instrument Approach Procedure	NS ABMTT	Noise Abatement
ICAO	International Civil Aviation Organization	NSTD	nonstandard
IFR	Instrument Flight Rules	ntc	notice
ILS	Instrument Landing System	obsn	observation
IM	Inner Marker	Oct	October
IMG	Immigration	OLF	Outlying Field
incr	increase	opr	operate, operator, operational
indef	indefinite	ops	operations
ints	intensity	OTS	out of service
invof	in the vicinity of	ovrn	overrun
IMC	Instrument Meteorological Conditions	PAEW	personnel and equipment working
Jan	January	pat	pattern
JASU	Jet Aircraft Starting Unit	p-line	power line
JOAP	Joint Oil Analysis Program	PMSV	Pilot-to-Metro Service
JOSAC	Joint Operational Support Airlift Center	POL	Petrol, Oils and Lubricants
JRB	Joint Reserve Base	PPR	prior permission required
Jul	July	PRM	Precision Runway Monitoring
Jun	June	PTD	Pilot to Dispatcher
Kt	Knots	RAMCC	Regional Air Movement Control Center
LAA	Local Airport Advisory	req	request
LAHSO	Land and Hold Short Operations	rgt tfc	right traffic
Ibs	pounds	RON	Remain Overnight
ldg	landing	rqr	require
lgtd	lighted	rstd	restricted
lgts	lights	RSRS	reduced same runway separation
LMM	Compass locator at Middle Marker ILS	rwv	runway
LOC	Localizer	Sat	Saturday
LOM	Compass locator at Outer Marker ILS	SELF	Strategic Expeditionary Landing Field
ltd	limited	Sep	September
MACC	Military Area Control Center	SFA	Single Frequency Approach
Mar	March	sfc	surface
MCAF	Marine Corps Air Facility	SFRA	Special Flight Rules Area
MCALF	Marine Corps Auxiliary Landing Field	SOAP	Spectrometric Oil Analysis Program
MCAS	Marine Corps Air Station	SOF	Supervisor of Flying
MCB	Marine Corps Base	SPB	Seaplane Base
med	medium	SR	sunrise
METRO	Pilot-to-Metro voice call	SS	sunset
Mil	military	std	standard
min	minute	Sun	Sunday
MLS	Microwave Landing System	svc	service
MM	Middle Marker of ILS	tfc	traffic
Mon	Monday	thd	threshold
MP	Maintenance Period	Thu	Thursday
MSL	mean sea level	tkf	take-off
MSAW	minimum safe altitude warning	tmpry	temporary
NAAS	Naval Auxiliary Air Station	tran	transient
NADC	Naval Air Development Center	Tue	Tuesday
NADEP	Naval Air Depot	twr	tower
NAEC	Naval Air Engineering Center	twy	taxiway
NAES	Naval Air Engineering Station	UC	Under Construction
NAF	Naval Air Facility	USA	United States Army
NALCO	Naval Air Logistics Control Office	USAF	United States Air Force
NALO	Navy Air Logistics Office	USCG	United States Coast Guard
NALF	Naval Auxiliary Landing Field	USN	United States Navy
NAS	Naval Air Station	V	Defense Switching Network (telephone, formerly AUTOVON)
NAWC	Naval Air Warfare Center	VFR	Visual Flight Rules
NAWS	Naval Air Weapons Station	VIP	Very Important Person
ngt	night	VMC	Visual Meteorological Conditions
NOLF	Naval Outlying Field	Wed	Wednesday
Nov	November	wx	weather



10

## SKETCH LEGEND

## RUNWAYS/LANDING AREAS

Hard Surfaced .....	
Metal Surface .....	
Sod, Gravel, etc. ....	
Light Plane, ....	
Ski Landing Area or Water	
Under Construction .....	
Closed .....	
Helicopter Landings Area .....	
Displaced Threshold .....	
Taxiway, Apron and Stopways ..	

## RADIO AIDS TO NAVIGATION

VORTAC .....	
VOR/DME .....	
TACAN .....	
NDB .....	
NDB/DME .....	

## MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon .....	
Wind Cone .....	
Landing Tee .....	
Tetrahedron .....	
Control Tower .....	

## MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings .....	
Power Lines .....	
Fence .....	
Towers .....	
Tanks .....	
Oil Well .....	
Smoke Stack .....	
Obstruction .....	
Controlling Obstruction .....	
Trees .....	
Populated Places .....	
Cuts and Fills .....	
Cliffs and Depressions .....	
Ditch .....	
Hill .....	

## APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. Negative symbology, e.g., indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting .....	
Approach Lighting System ALSF-2 ..	
Approach Lighting System ALSF-1 ..	
Short Approach Lighting System SALS/SALSF .....	
Simplified Short Approach Lighting System (SSALR) with RAIL .....	
Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) .....	
Medium Intensity Approach Lighting System (MALS) and RAIL .....	
Omnidirectional Approach Lighting System (ODALS) .....	
Navy Parallel Row and Cross Bar .....	
Air Force Overrun .....	
Visual Approach Slope Indicator with Standard Threshold Clearance provided .....	
Pulsating Visual Approach Slope Indicator (PVASI) .....	
Visual Approach Slope Indicator with a threshold crossing height to accomodate long bodied or jumbo aircraft .....	
Tri-color Visual Approach Slope Indicator (TRCV) .....	
Approach Path Alignment Panel (APAP) .....	
Precision Approach Path Indicator (PAPI) .....	

**LEGEND**

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

**(1) CITY/AIRPORT NAME**

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

**(2) ALTERNATE NAME**

Alternate names, if any, will be shown in parentheses.

**(3) LOCATION IDENTIFIER**

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

**(4) OPERATING AGENCY**

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers
CG	US Coast Guard	PVT	Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military		Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

**(5) AIRPORT LOCATION**

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

**(6) TIME CONVERSION**

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

**(7) GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)**

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

**(8) CHARTS**

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER.

**(9) INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS**

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5-4-5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

**(10) AIRPORT SKETCH**

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

**(11) ELEVATION**

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "--" sign will precede the figure.

**(12) ROTATING LIGHT BEACON**

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

**(13) SERVICING—CIVIL**

- |     |  |     |  |
|-----|--|-----|--|
| S1: | Minor airframe repairs.                      | S5: | Major airframe repairs.                      |
| S2: | Minor airframe and minor powerplant repairs. | S6: | Minor airframe and major powerplant repairs. |
| S3: | Major airframe and minor powerplant repairs. | S7: | Major powerplant repairs.                    |
| S4: | Major airframe and major powerplant repairs. | S8: | Minor powerplant repairs.                    |

**(14) FUEL**

CODE	FUEL	CODE	FUEL
80	Grade 80 gasoline (Red)	B+	Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C.
100	Grade 100 gasoline (Green)	J4 (JP4)	(JP-4 military specification) FP** minus 58° C.
100LL	100LL gasoline (low lead) (Blue)	J5 (JP5)	(JP-5 military specification) Kerosene with FS-11, FP** minus 46°C.
115	Grade 115 gasoline (115/145 military specification) (Purple)	J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C.
A	Jet A, Kerosene, without FS-II*, FP** minus 40° C.	J8+100	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C, with fuel additive package that improves thermo stability characteristics of JP-8.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40° C.	J	(Jet Fuel Type Unknown)
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47°C.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47°C.		
B	Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C.		

\*(Fuel System Icing Inhibitor)

\*\*(Freeze Point)

**NOTE:** Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

**(15) OXYGEN—CIVIL**

- |      |               |      |                                   |
|------|---------------|------|-----------------------------------|
| OX 1 | High Pressure | OX 3 | High Pressure—Replacement Bottles |
| OX 2 | Low Pressure  | OX 4 | Low Pressure—Replacement Bottles  |

**(16) TRAFFIC PATTERN ALTITUDE**

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

## DIRECTORY LEGEND

### **(17) AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS**

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUIS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

#### US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)	407-975-1740
Southeast Sector (Atlantic States—DC, WV, VA to FL)	407-975-1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA)	407-975-1760
Southwest East Sector (OK and eastern TX)	407-975-1840
Southwest West Sector (Western TX, NM and AZ)	407-975-1820
Pacific Sector (WA, OR, CA, HI and AK)	407-975-1800

### **(18) CERTIFICATED AIRPORT (14 CFR PART 139)**

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

## 14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

## 14 CFR—PART 139 CERTIFICATED AIRPORTS INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	Required No. Vehicles	Aircraft Length	Scheduled Departures	Agent + Water for Foam
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H <sub>2</sub> O
B	1 or 2	≥90', <126' ----- ≥126', <159'	≥5 ----- <5	Index A + 1500 gal H <sub>2</sub> O
C	2 or 3	≥126', <159' ----- ≥159', <200'	≥5 ----- <5	Index A + 3000 gal H <sub>2</sub> O
D	3	≥159', <200' ----- >200'	<5	Index A + 4000 gal H <sub>2</sub> O
E	3	≥200'	≥5	Index A + 6000 gal H <sub>2</sub> O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H<sub>2</sub>O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

### **(19) NOTAM SERVICE**

All public use landing areas are provided NOTAM "D" (distant dissemination) and NOTAM "L" (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. "NOTAM FILE IAD". See AIM, Basic Flight Information and

## DIRECTORY LEGEND

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) [www.notams.jcs.mil](http://www.notams.jcs.mil).

### **(20) FAA INSPECTION**

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

### **(21) RUNWAY DATA**

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for seal-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

#### **RUNWAY DESIGNATION**

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as STOL, Ultralight, or assault strips. Assault strips are shown by magnetic bearing.

#### **RUNWAY DIMENSIONS**

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designated as overruns.

#### **RUNWAY SURFACE AND LENGTH**

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat	(GRVL)—Gravel, or cinders	(PSP)—Pierced steel plank
(ASPH)—Asphalt	(MATS)—Pierced steel planking,	(RFSC)—Rubberized friction seal coat
(CONC)—Concrete	landing mats, membranes	(TURF)—Turf
(DIRT)—Dirt	(PEM)—Part concrete, part asphalt	(TRTD)—Treated
(GRVD)—Grooved	(PFC)—Porous friction courses	(WC)—Wire combed

#### **RUNWAY WEIGHT BEARING CAPACITY**

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (B71900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

- AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.
- SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).
- PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:  
R — Rigid  
F — Flexible
- (3) The pavement subgrade category:  
A — High  
B — Medium  
C — Low  
D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:  
W — High, no limit  
X — Medium, limited to 217 psi  
Y — Low, limited to 145 psi  
Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:  
T — Technical evaluation  
U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

#### RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

- NSTD—Light system fails to meet FAA standards.
- LIRL—Low Intensity Runway Lights.
- MIRL—Medium Intensity Runway Lights.
- HIRL—High Intensity Runway Lights.
- RAIL—Runway Alignment Indicator Lights.
- REIL—Runway End Identifier Lights.
- CL—Centerline Lights.
- TDZL—Touchdown Zone Lights.
- ODALS—Omni Directional Approach Lighting System.
- AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.
- LDIN—Lead-In Lighting System.
- MALS—Medium Intensity Approach Lighting System.
- MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
- MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
- SALS—Short Approach Lighting System.
- SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
- SSALS—Simplified Short Approach Lighting System.
- SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
- SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
- ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
- ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
- ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
- SF—Sequenced Flashing Lights.
- OLS—Optical Landing System.
- WAVE-OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

## DIRECTORY LEGEND

11

### VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL APAP on left side of runway

PNIR APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L 2-identical light units placed on left side of runway

P4L 4-identical light units placed on left side of runway

P2R 2-identical light units placed on right side of runway

P4R 4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL PVASI on left side of runway

PSIR PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway

S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL TRCV on left side of runway

TRIR TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway

V6L 6-box VASI on left side of runway

V2R 2-box VASI on right side of runway

V6R 6-box VASI on right side of runway

V4L 4-box VASI on left side of runway

V12 12-box VASI on both sides of runway

V4R 4-box VASI on right side of runway

V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

### PILOT CONTROL OF AIRPORT LIGHTING

#### Key Mike

#### Function

7 times within 5 seconds

Highest intensity available

5 times within 5 seconds

Medium or lower intensity  
(Lower REIL or REIL-Off)

3 times within 5 seconds

Lowest intensity available  
(Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALS Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Basic Flight Information and ATC Procedures," for detailed description of pilot control of airport lighting.

### RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

### RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

### RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

## **(22) ARRESTING GEAR/SYSTEMS**

Arresting gear is shown as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A-Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

## BI-DIRECTIONAL CABLE (B)

<u>TYPE</u>	<u>DESCRIPTION</u>
BAK-9	Rotary friction brake.
BAK-12A	Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK-12B	Extended BAK-12 with 1200 foot run, 1½ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK-14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

## UNI-DIRECTIONAL CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>
MB60	Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5-1/E5-3	Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

## FOREIGN CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>US EQUIVALENT</u>
44B-3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E-5

## UNI-DIRECTIONAL BARRIER

<u>TYPE</u>	<u>DESCRIPTION</u>
MA-1A	Web barrier between stanchions attached to a chain energy absorber.
BAK-15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

## OTHER

<u>TYPE</u>	<u>DESCRIPTION</u>
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

**(23) MILITARY SERVICE**

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

**(24) JET AIRCRAFT STARTING UNITS (JASU)**

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

## ELECTRICAL STARTING UNITS:

A/M32A-86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC-1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD-3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

**DIRECTORY LEGEND**

MD-4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp. "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire
<b>AIR STARTING UNITS</b>	
AM32-95	150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
AM32A-95	150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)
LASS	150 +/- 5 lb/min @ 49 +/- 2 psia
MA-1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC-1	15 cfm, 3500 psia
MC-1A	15 cfm, 3500 psia
MC-2A	15 cfm, 200 psia
MC-11	8,000 cu in cap, 4000 psig, 15 cfm
<b>COMBINED AIR AND ELECTRICAL STARTING UNITS:</b>	
AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A-60*	AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A-60A	AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A-60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.	
USN JASU	
<b>ELECTRICAL STARTING UNITS:</b>	
NC-8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC-10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.
<b>AIR STARTING UNITS:</b>	
GTC-85/GTE-85	120 lbs/min @ 45 psi.
MSU-200NAV/A/U47A-5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
<b>COMBINED AIR AND ELECTRICAL STARTING UNITS:</b>	
NCPP-105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.
JASU (ARMY) 59B2-1B	28v, 7.5 kw, 280 amp.
<b>OTHER JASU</b>	
<b>ELECTRICAL STARTING UNITS (DND):</b>	
CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22-35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22-35v, 500 amp continuous 1100 amp intermittent soft start
<b>AIR STARTING UNITS (DND):</b>	
CA2	ASA 45.5 psig, 116.4 lb/min
<b>COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)</b>	
CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig
<b>ELECTRICAL STARTING UNITS (OTHER)</b>	
C-26	28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire
C-26-B, C-26-C	28v 45kw; Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire
E3	DC 28v/10kw
<b>AIR STARTING UNITS (OTHER):</b>	
A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA-1	150 Air HP, 115 lb/min 50 psia
MA-2	250 Air HP, 150 lb/min 75 psia
<b>CARTRIDGE:</b>	
MXU-4A	USAF

**(25) FUEL—MILITARY**

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at [www.desc.dla.mil/Static/ProductsAndServices.asp](http://www.desc.dla.mil/Static/ProductsAndServices.asp); click on the Commercial Airports button.

See legend item 14 for fuel code and description.

**(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY****CODE**

ADI	Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De-Ice	Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).

**OXYGEN:**

LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
OXRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)

OX Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

**NITROGEN:**

LPNIT	— Low pressure nitrogen servicing.
HPNIT	— High pressure nitrogen servicing.
LHNIT	— Low and high pressure nitrogen servicing.

**(27) OIL—MILITARY**

## US AVIATION OILS (MIL SPECS):

**CODE**

CODE	GRADE, TYPE
O-113	1065, Reciprocating Engine Oil (MIL-L-6082)
O-117	1100, Reciprocating Engine Oil (MIL-L-6082)
O-117+	1100, O-117 plus cyclohexanone (MIL-L-6082)
O-123	1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
O-128	1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
O-132	1005, Jet Engine Oil (MIL-L-6081)
O-133	1010, Jet Engine Oil (MIL-L-6081)
O-147	None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic
O-148	None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil
O-149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O-155	None, MIL-L-6086C, Aircraft, Medium Grade
O-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

**(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY**

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

### **(29) AIRPORT REMARKS**

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

### **(30) MILITARY REMARKS**

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

**CLOSED:** When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

**OFFICIAL BUSINESS ONLY:** The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

**AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY:** Indicates that the restriction applies only to service indicated.

**PRIOR PERMISSION REQUIRED (PPR):** Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

**Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.**

### **(31) WEATHER DATA SOURCES**

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

**ASOS**—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

**AWOS**—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

### **(32) COMMUNICATIONS**

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on aptt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies-Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

### **TERMINAL SERVICES**

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol  indicates radar approach control.

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the

VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol (R) indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as "Wx obsn sv 1900-0000Z+" or "other times" may be used when no specific time is given. PMSV facilities manned by forecasters are considered "Full Service". PMSV facilities manned by weather observers are listed as "Limited Service".

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter "X" indicate frequency available on request.

### **(33) AIRSPACE**

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times. Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

AIRSPACE: CLASS C svc "times" ctc APP CON other times CLASS E:

or

AIRSPACE: CLASS D svc "times" other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700' or 1200' AGL. This will be formatted as:

AIRSPACE: CLASS C svc "times" ctc APP CON other times CLASS G, with CLASS E 700' (or 1200') AGL & abv:

or

AIRSPACE: CLASS D svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv:

or

AIRSPACE: CLASS E svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv.

NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.

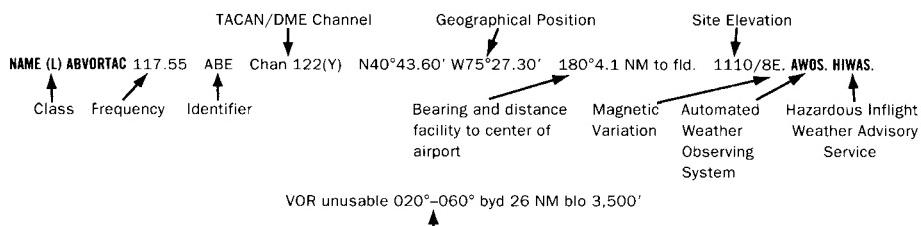
Class E 700' AGL (shown as magenta vignette on sectional charts) and 1200' AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700'/1200' AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

**(34) RADIO AIDS TO NAVIGATION**

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Charting Office Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANS. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as "NOTAM FILE IAD" and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDS.

NAVAID information is tabulated as indicated in the following sample:



Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the "Y" mode to receive distance information.

**HIWAS**—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's and will be implemented throughout the conterminous U.S.

**ASR/PAR**—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part-time hours of operation will be shown.

**RADIO CLASS DESIGNATIONS****VOR/DME/TACAN Standard Service Volume (SSV) Classifications**

<u>SSV Class</u>	<u>Altitudes</u>	<u>Distance (NM)</u>
(T) Terminal	1000' to 12,000'	25
(L) Low Altitude	1000' to 18,000'	40
(H) High Altitude	1000' to 14,500' 14,500' to 18,000' 18,000' to 45,000' 45,000' to 60,000'	40 100 130 100

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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**DIRECTORY LEGEND**  
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The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB _____	Automatic Weather Broadcast.
DF _____	Direction Finding Service.
DME _____	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y) _____	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME.
GS _____	Glide slope.
H _____	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH _____	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB _____	Non-directional radio beacons providing automatic transcribed weather service.
ILS _____	Instrument Landing System (voice, where available, on localizer channel).
IM _____	Inner marker.
ISMLS _____	Interim Standard Microwave Landing System.
LDA _____	Localizer Directional Aid.
LMM _____	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM _____	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH _____	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS _____	Microwave Landing System.
MM _____	Middle marker.
OM _____	Outer marker.
S _____	Simultaneous range homing signal and/or voice.
SABH _____	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF _____	Simplified Direction Facility.
TACAN _____	UHF navigational facility-omnidirectional course and distance information.
VOR _____	VHF navigational facility-omnidirectional course only.
VOR/DME _____	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC _____	Collocated VOR and TACAN navigational facilities.
W _____	Without voice on radio facility frequency.
Z _____	VHF station location marker at a LF radio facility.

**DIRECTORY LEGEND****ILS FACILITY PERFORMANCE CLASSIFICATION CODES**

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

**ILS/DME    108.5    I-ORL    Chan 22    Rwy 18.    Class IIE.    LOM HERNY NDB.**

ILS Facility Performance  
Classification Code

**FREQUENCY PAIRING PLAN AND MLS CHANNELING**

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

**FREQUENCY PAIRING PLAN AND MLS CHANNELING**

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

**(35) COMM/NAV/WEATHER REMARKS:**

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

**AGGET** N44°40.56' W124°03.92'. NOTAM FILE ONP.

**NDB (LOM) 350** ON 158° 5.8 NM to Newport Muni. Unusable 360°–150°.

**ALBANY MUNI** (S12) 3 E UTC–8(–7DT) N44°38.27' W123°03.57'

226 B S4 FUEL 100LL OX 3 NOTAM FILE MMV

**RWY 16–34:** H3004X75 (ASPH) S–30, D–43, DT–71 MIRL

RWY 16: VASI(V4L)—GA 4.0° TCH 29'. Road.

RWY 34: REIL. VASI(V2L)—GA 4.0° TCH 25'. Tree.

**AIRPORT REMARKS:** Attended 1600–0100Z‡. Twy marked by reflectors.

ACTIVATE VASI Rwy 16—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**(R) CASCADE APP/DEP CON** 127.5 (1400–0730Z‡)

**SEATTLE CENTER APP/DEP CON** 125.8 (0730–1400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CVO.

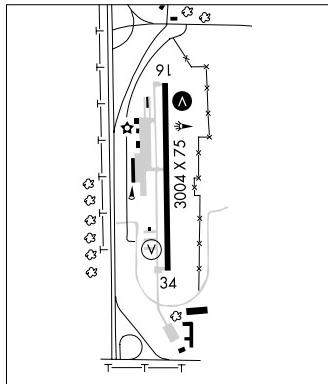
**CORVALLIS (H) VOR/WOME** 115.4 CVO Chan 101 N44°29.98'

W123°17.62' 032°13 NM to fld. 241/18E.

SEATTLE

L–1B

IAP



**ALKALI LAKE STATE** (R03) 8 N UTC–8(–7DT) N43°05.24' W119°58.56'

4312 TPA—5312(1000) NOTAM FILE MMV

**RWY 18–36:** 6100X150 (GRVL)

**AIRPORT REMARKS:** Unattended. Livestock frequently on rwy. Windsock midfield west side.

**COMMUNICATIONS:** CTAF 122.9

KLAMATH FALLS

**ARLINGTON MUNI** (1S8) 1 NE UTC–8(–7DT) N45°42.99' W120°10.07'

SEATTLE

890 NOTAM FILE MMV

**RWY 06–24:** 5000X50 (DIRT)

RWY 24: Rgt tfc.

**AIRPORT REMARKS:** Unattended. Rwy 06–24 loose gravel on surface, center portion grvl, surface rough due to bunch grass growth.

**COMMUNICATIONS:** CTAF 122.9

**ASHLAND MUNI–SUMNER PARKER FLD** (S03) 2 E UTC–8(–7DT)

KLAMATH FALLS

L–21

N42°11.42' W122°39.64'

1885 B S4 FUEL 100LL, JET A OX 2 TPA—2900(1015)

NOTAM FILE MMV

**RWY 12–30:** H3603X75 (ASPH) S–15 MIRL

RWY 12: VASI(V2L)—GA 3.75° TCH 37'. Trees.

RWY 30: REIL. VASI(V2L)—GA 4.0° TCH 22'. Thld dispclcd 190'.

Trees.

**AIRPORT REMARKS:** Attended Oct–Apr Mon–Sat 1600–0100Z‡, May–Sep Mon–Sat 1600–0200Z‡, Sun 1700–0100Z‡. 24 hr credit card fuel. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 12–30, and REIL Rwy 30—CTAF. VASI Rwy 12 and Rwy 30 opr 24 hrs.

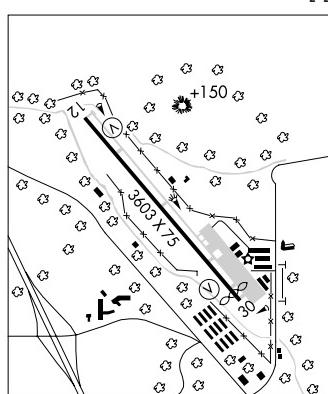
**WEATHER DATA SOURCES:** AWOS–3 122.7 (617) 262–3825. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MFR.

**ROGUE VALLEY (H) VORTACW** 113.6 OED Chan 83 N42°28.77'

W122°54.78' 128°20.7 NM to fld. 2083/19E. HIWAS.



**ASTORIA RGNL** (AST) 3 SW UTC-8(-7DT) N46°09.48' W123°52.72'  
 15 B S3 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE AST  
**RWY 08-26:** H5796X100 (ASPH) S-60, D-76, ST-97, DT-119 MIRL  
 RWY 08: REIL, VASI(V4L)—GA 3.0° TCH 51'. Thld dspclcd 301'. Tree.  
 RWY 26: MALSR. Thld dspclcd 704'. Dike.  
**RWY 13-31:** H4996X100 (ASPH) S-60, D-76, ST-97, DT-119 MIRL  
**RWY 13:** REIL, VASI(V4L)—GA 3.0°TCH 54'. Berm.  
**RWY 31:** PAPI(P4L)—GA 4.0° TCH 45'. Trees.

SEATTLE  
H-1A, L-1C  
IAP

**RUNWAY DECLARED DISTANCE INFORMATION**

<b>RWY 08:</b> TORA-5796 TODA-5796 ASDA-5196 LDA-4896
<b>RWY 13:</b> TORA-4467 TODA-4467 ASDA-4467 LDA-4467
<b>RWY 26:</b> TORA-5796 TODA-6096 ASDA-5496 LDA-4782
<b>RWY 31:</b> TORA-4467 TODA-4467 ASDA-4467 LDA-4467

**AIRPORT REMARKS:** Attended 1600-0100Z‡. For fuel outside normal working hours ctc fixed-base operator 503-861-1222. Migratory flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area. ACTIVATE MIRL Rwy 08-26 and Rwy 13-31, MALSR Rwy 26 and REIL Rwy 08—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.375 (503) 861-1371. HIWAS 114.0 AST.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (Mc MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 124.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AST.

(L) VOR/WDM 114.0 AST Chan 87 N46°09.70' W123°52.82' at fd. 10/19E. HIWAS.

VOR portion unusable:

019°-030° beyond 35 NM below 5500'	180°-210° beyond 10 NM below 3300'
030°-045° beyond 30 NM below 5500'	180°-240° beyond 5 NM below 2000'
045°-055° beyond 30 NM below 7500'	200°-210° beyond 20 NM below 8,000'
080°-100° beyond 34 NM below 6000'	210°-240° beyond 30 NM below 6,000'
120°-150° beyond 33 NM below 7000'	240°-320° beyond 12 NM below 2,000'
150°-170° beyond 36 NM below 7000'	240°-320° beyond 25 NM below 5,000'
170°-200° beyond 15 NM below 8000'	320°-330° beyond 30 NM below 5,500'
	330°-360° beyond 20 NM below 5,500'

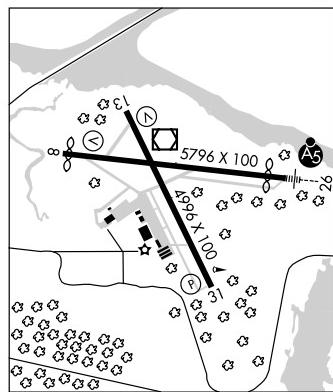
DME unusable:

075°-088° beyond 35 NM below 7,000'

330°-360° beyond 28 NM below 6,300'

KARPEN NDB (MHW) 201 PEN N46°08.37' W123°35.24' 255° 12.2 NM to fld. NDB unmonitored.

ILS 109.5 I-AST Rwy 26. Class IE.



**AURORA STATE** (UAO) 1 NW UTC-8(-7DT) N45°14.83' W122°46.20'

200 B S4 FUEL 100LL, JET A OX 1 TPA—1200(1000) NOTAM FILE UAO

SEATTLE  
H-1B, L-1B  
IAP

**RWY 17-35:** H5004X100 (ASPH-GRVD) S-30, D-45 MIRL

RWY 17: ODALS. VASI(V4R)—GA 3.5° TCH 40'. Trees.

RWY 35: VASI(V4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended 1500-0500Z‡. Rwy 17 +30' p-line 2100' from thld, marked by balls. Parallel twy 35' wide and has medium ints twy lghts. Rwy 17-35 has 150' blast pad at south end. Rwy 35 calm wind rwy. ACTIVATE MIRL Rwy 17-35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.525 (503) 678-3011.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

② PORTLAND APP/DEP CON 126.0 CLNC DEL 119.95

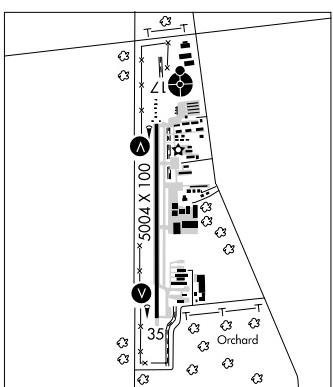
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.

NEWBERG (H) VOR/WDM 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 105° 10.9 NM to fld. 1440/21E. HIWAS.

ILS/DME 111.15 I-UAO Chan 48(Y) Rwy 17. Class IA.

Loc only. DME unusable byd 15.2 NM blo 2500'.



**BAKER CITY MUNI** (BKE) 3 N UTC-8(-7DT) N44°50.24' W117°48.55'

3373 B S2 FUEL 100LL, JET A NOTAM FILE BKE

**RWY 13-31:** H5095X100 (ASPH) S-50, D-65, ST-82 MIRL

RWY 13: VASI(V4L)—GA 3.0°TCH 55'. Trees. **RWY 31:** Road.

**RWY 17-35:** H4359X75 (ASPH) S-30

RWY 17: Trees. **RWY 35:** Thld dispclcd 397'.

**RWY 08-26:** H3670X140 (ASPH) S-30

**RWY 08:** Road.

**RWY 26:** P-line.

**AIRPORT REMARKS:** Attended dalgtr hrs. Birds invof arpt. Rwy 08-26 and

Rwy 17-35 no winter maintenance, CLOSED by snow. Rwy 08-26 has many large unsealed cracks, grass growing on rwy, standing water on surface. Rwy 13-31 parallel twy marked with reflectors. ACTIVATE MIRL Rwy 13-31 and VASI Rwy 13—CTAF.

**WEATHER DATA SOURCES:** ASOS 134.275 (541) 523-5412.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

SALT LAKE CENTER APP/DEP CON 128.05

**AIRSPACE:** CLASS E svc continuous.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BKE.

(H) VOR/W/DME 115.3 BKE Chan 100 N44°50.44'

W117°48.47' at fld. 3360/20E.

**VOR/DME unusable:**

005°-050° byd 30 NM blo 12,000'

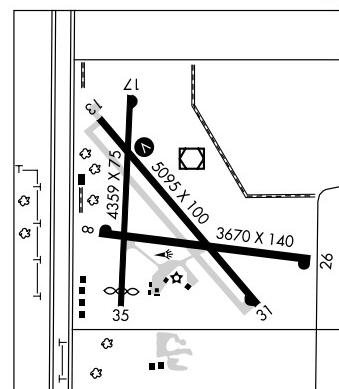
110°-125° byd 15 NM blo 9,000'

110°-125° byd 30 NM blo 11,000'

125°-180° byd 15 NM all altitudes

180°-200° byd 15 NM blo 12,000'

200°-230° byd 15 NM all altitudes



230°-265° byd 15 NM blo 12,000'

230°-265° byd 20 NM all altitudes

265°-290° byd 15 NM blo 12,000'

265°-290° byd 30 NM all altitudes

**BANDON STATE** (S05) 2 SE UTC-8(-7DT) N43°05.19' W124°24.47'

122 B S4 FUEL 100LL TPA—1122(1000) NOTAM FILE MMV

**RWY 16-34:** H3601X60 (ASPH) S-12 MIRL

RWY 16: REIL, PAPI(P4L) TCH 45'. Trees.

RWY 34: REIL, PAPI(P4L) TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1500-0200Z+. Deer invof arpt. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

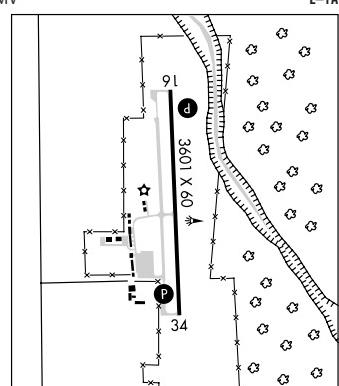
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTH.

NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93'

W124°10.11' 190° 22.4 NM to fld. 707/18E. HIWAS.

KLAMATH FALLS

L-1A



**BANKS** N45°37.82' W123°02.75' NOTAM FILE HIO.

NDB (MHW) 356 PND 122° 6.7 NM to Portland-Hillsboro

SEATTLE

L-1C

**BEAVER MARSH STATE** (2S2) 1 SW UTC-8(-7DT) N43°07.74' W121°49.07'

4638 TPA—5638(1000) NOTAM FILE MMV

**RWY 18-36:** 4500X60 (DIRT)

RWY 18: Trees. **RWY 36:** Trees.

**AIRPORT REMARKS:** Unattended. CLOSED winter months. Rwy 18-36 15' rwy width usable in center. Rwy 18-36 dirt surface loose and powdery, creates clouds of dust, loose rocks on surface, rough.

**COMMUNICATIONS:** CTAF 122.9

KLAMATH FALLS

**BEAVER MOUNTAIN** N44°35.21' W117°47.26'  
RCO 122.4 (MC MINNVILLE RADIO)

SEATTLE  
H-1C, L-13B

**BEND MUNI** (BDN) 5 NE UTC-8(-7DT) N44°05.67' W121°12.01'  
3460 B S2 FUEL 100LL, JET A OX 1, 3, 4 TPA—4460(1000) NOTAM FILE MMV  
RWY 16-34: H5200X75 (ASPH) S-30 MIRL 1.0% up SE

KLAMATH FALLS  
H-1B, L-13A  
IAP

RWY 16: Road.

RWY 34: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1530–0200Z‡, Sat–Sun 1600–0100Z‡. Glider opr on and invof arpt. Calm wind rwy is Rwy 16. Noise abatement procedures in effect, call FBO at 541-388-0019. Twy parallel to Rwy 16–34 marked by reflectors. ACTIVATE MIRL Rwy 16–34—CTAF.

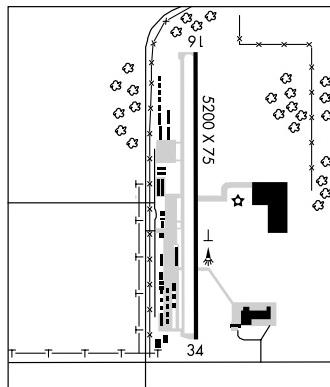
**WEATHER DATA SOURCES:** AWOS-3 134.425 (541) 382–1477.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

SEATTLE CENTER APP/DEP CON 128.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDM.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21' 137° 10.5 NM to fld. 4101/18E. HIWAS.



**BOARDMAN** (M50) 4 SW UTC-8(-7DT) N45°48.89' W119°49.23'

SEATTLE  
L-13A

396 NOTAM FILE MMV

RWY 04-22: H4200X100 (ASPH) S-30 MIRL

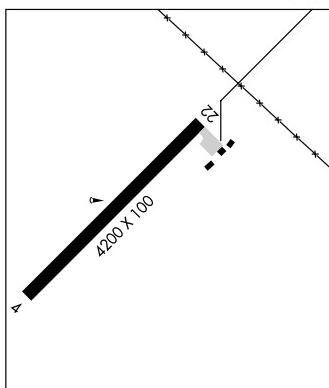
RWY 22: Rgt tfc.

**AIRPORT REMARKS:** Unattended. Telephone avbl. ACTIVATE MIRL Rwy 04-22—122.9.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDT.

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91' W118°56.32' 261° 37.7 NM to fld. 1559/20E. HIWAS.



**BODEY** N44°18.48' W121°01.14' NOTAM FILE RDM.

KLAMATH FALLS  
L-13A

NDB (HW/LOM) 411 RD 222° 6.5 NM to Roberts Fld.

NDB unusable 091°–111° byd 25 NM blo 14000'.

**BROOKINGS** (BOK) 1 NE UTC-8(-7DT) N42°04.47' W124°17.41'

KLAMATH FALLS

459 B FUEL 100LL, JET A TPA—1459(1000) NOTAM FILE 4BK

RWY 12-30: H2900X60 (ASPH) S-11 MIRL

RWY 12: PAPI(P2L)—GA 4.0° TCH 40'. Trees. Rgt tfc.

**RWY 30:** PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended continuously. ACTIVATE MIRL Rwy 12-30 and PAPI Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 132.025 (541) 412–8682.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**BURNS MUNI** (BNO) 5 E UTC-8(-7DT) N43°35.52' W118°57.33'  
 4148 B S4 FUEL 100LL, JET A NOTAM FILE BNO  
**RWY 12-30:** H5100X75 (ASPH) S-30, D-50, DT-90 MIRL  
 RWY 12: REIL, VASI(V2L)—GA 3.0° TCH 45'.  
 RWY 30: REIL, VASI(V2L)—GA 3.0° TCH 45'. Road.  
**RWY 03-21:** H4600X60 (CONC) S-30 MIRL  
 RWY 03: REIL, PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 600'.  
 P-lines.  
 RWY 21: REIL, PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Sat 1600-0200Z‡. Self serve card lock fuel avbl 24 hrs. Flocks of large birds in vicinity of apt Feb-May and Sep-Oct. Bottle oxygen obtainable-½ hr. Rwy 21 PAPI OTS indef. ACTIVATE MIRL Rwy 03-21 and 12-30, PAPI Rwy 03 and 21, VASI Rwy 12 and 30, and REIL Rwy 03, 21, 12 and 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.575 (541) 573-1382.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

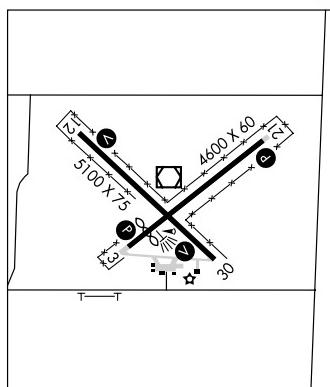
RCO 122.5 (MC MINNVILLE RADIO)

**AIRSPACE:** CLASS E svc 1500-2300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BNO.

WILDHORSE (L) VOR/W/DME 113.8 ILR Chan 85 N43°35.59' W118°57.30' at fld. 4140/18E.

KLAMATH FALLS  
H-1B, L-11A  
IAP



#### CAPE BLANCO STATE (See DENMARK)

**CASCADE LOCKS STATE** (CZK) 1 NE UTC-8(-7DT) N45°40.62' W121°52.73'

SEATTLE

151 TPA—1151(1000) NOTAM FILE CZK

**RWY 06-24:** H1800X30 (ASPH) S-4

RWY 06: Tree. **RWY 24:** Road. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Owner advises ctc Oregon Dept. of Aviation 503-378-4880 prior to use. Unlighted powerlines 3NM SW of apt.

**COMMUNICATIONS:** CTAF 122.9

#### CAVE JUNCTION

**ILLINOIS VALLEY** (3S4) 4 SW UTC-8(-7DT) N42°06.22' W123°40.95'

KLAMATH FALLS  
L-21

1394 B TPA—2394(1000) NOTAM FILE MMV

**RWY 18-36:** H4807X75 (ASPH) S-20, D-30 LIRL

RWY 18: VASI(V2L)—GA 4.0° TCH 50'. Thld dsplcd 125'. Road.

RWY 36: VASI(V2L)—GA 4.5° TCH 49'. Trees.

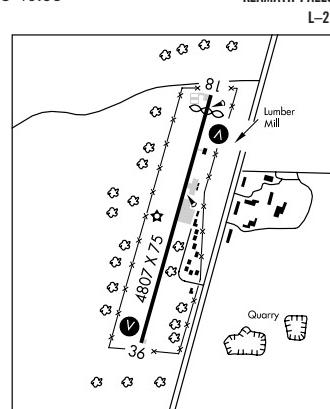
**AIRPORT REMARKS:** Unattended. Frequent ultra-light activity. Rwy 18 and Rwy 36 VASI out of svc indefinitely. Rwy 36 designated calm wind rwy. ACTIVATE LIRL Rwy 18-36, VASI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-2 122.9 (617) 262-3825.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77' W124°14.44' 033° 31.7 NM to fld. 54/19E.



#### CHEHALEM AIRPARK (See NEWBERG)

**CHILOQUIN STATE** (2S7) 1 W UTC-8(-7DT) N42°34.99' W121°52.57'KLAMATH FALLS  
L-2J

4217 B TPA—5217(1000) NOTAM FILE MMV

RWY 17-35: H3735X60 (ASPH) S-10 MIRL

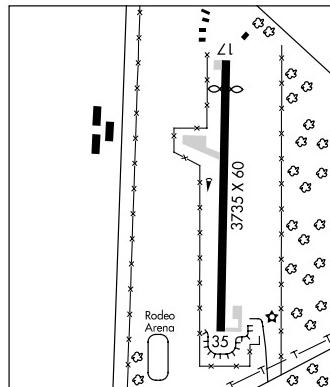
RWY 17: Thld dispcl 420'. Tree. RWY 35: Tree.

AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd due to snow. Downdraft area north of rwy. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

KLAMATH FALLS (H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' 329° 26.6 NM to fld. 4087/17E. HIWAS.

**CHRISTMAS VALLEY** (62S) 1 SE UTC-8(-7DT) N43°14.19' W120°39.97'KLAMATH FALLS  
H-1B, L-1A

4317 B NOTAM FILE MMV

RWY 07-25: H5200X60 (ASPH) S-12 MIRL

RWY 07: Building. RWY 25: PAPI(P2L)—GA 3.0° TCH 38'. Building.

AIRPORT REMARKS: Unattended. UNICOM monitored irregularly.

ACTIVATE MIRL Rwy 07-25 and PAPI Rwy 25—CTAF.

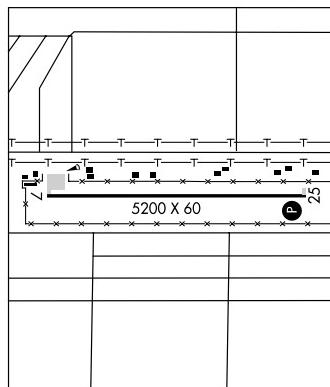
COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57'

W120°30.43' 332° 45.2 NM to fld. 7460/19E.

HIWAS.

**CLEARWATER****TOKETEE STATE** (3S6) 2 S UTC-8(-7DT) N43°13.41' W122°25.25'

KLAMATH FALLS

3361 NOTAM FILE MMV

RWY 11-29: 5350X60 (DIRT)

RWY 11: Trees. RWY 29: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED from 1 Nov—1 May. Elk and deer on and invof arpt. Arpt on W side of Cascades and affected by weather West. Best info on arpt thru US Forest svc Roseburg, or local fixed-base operator at Roseburg. Rwy 11-29 graded, 60' wide, shoulders rough and rutted. Rwy 11-29 has 120' trees 250' either side of centerline. Rwy 11-29 thlds outlined with white tires.

COMMUNICATIONS: CTAF 122.9

**COLUMBIA** N45°35.32' W122°36.68' NOTAM FILE PDX.

SEATTLE

(H) TACAN Chan 29 CBU (109.2) at Portland Intl. 22/20E.

H-1B, L-1C

TACAN unusable:

030°-050° byd 20 NM blo 9,500'

220°-230° byd 20 NM blo 8,500'

155°-210° byd 20 NM blo 6,000'

230°-250° byd 15 NM blo 8,500'

210°-220° byd 20 NM blo 10,500'

250°-270° byd 20 NM blo 8,500'

**COLUMBIA GORGE RGNL/THE DALLES MUNI** (See THE DALLES)

**CONDON STATE PAULING FLD** (3S9) 1 NE UTC-8(-7DT) N45°14.79' W120°09.99'SEATTLE  
L-13A

2911 B TPA—3911(1000) NOTAM FILE MMV

RWY 07—25: H3500X60 (CONC) S-12 MIRL

RWY 07: REIL, PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 25: REIL, PAPI(P4L)—GA 3.0° TCH 40'. Ground.

**AIRPORT REMARKS:** Unattended. Heavy agricultural ops Feb–Jun. Temp tie-down area/gravel parking apron clsd. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25—CTAF.

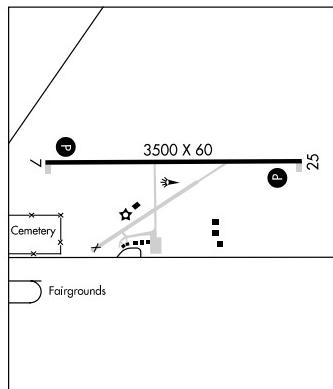
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLIKIKAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81'

W121°06.05' 104°48.4 NM to fld. 3220/21E.

HIWAS.

**CORNELIUS****SKYPORt** (4S4) 3 N UTC-8(-7DT) N45°34.96' W123°03.17'

SEATTLE

174 NOTAM FILE MMV

RWY 16–34: 2000X45 (TURF–GRVL)

RWY 16: Trees, Rgt tfc. RWY 34: Thld dsplcd 200'. Road.

**AIRPORT REMARKS:** Attended 1400–0400Z‡. Helicopter and Ultralight ops prohibited. Rwy 16–34 rwy ends marked with half barrels. Rwy 34 dsplcd thld marked with "L" shaped boards.

COMMUNICATIONS: CTAF 122.9

**CORVALLIS MUNI** (CVO) 4 SW UTC-8(-7DT) N44°29.83' W123°17.37'

KLAMATH FALLS

H-1A, L-1B

250 B S4 FUEL 100LL, JET A OX 1, 2, 3 TPA—1050(800) NOTAM FILE CVO

IAP

RWY 17–35: H5900X150 (ASPH) S-35, D-73, ST-127, DT-100 MIRL

RWY 17: MALSR, VASI(V4L)—GA 3.0° TCH 50'.

RWY 35: REIL, VASI(V4L)—GA 3.0° TCH 51'.

RWY 09–27: H3545X75 (ASPH) S-51, D-65, ST-83, DT-100

MIRL

RWY 27: PAPI(P4L)—GA 3.0° TCH 25'. Thld dsplcd 199'. Railroad.

**AIRPORT REMARKS:** Attended 1600Z‡–dusk. Migratory waterfowl and other birds on and in the vicinity of apt. Heavy-lift helicopter activity on and invof apt, be aware of possible rotor tip vortices. ACTIVATE MALSR Rwy 17 and MIRL Rwy 09–27—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.775 (541) 754–0081.

COMMUNICATIONS: CTAF/UNICOM 123.0

(R) CASCADE APP/DEP CON 127.5 (1400–0730Z‡)

(R) SEATTLE CENTER APP/DEP CON 125.8 (0730–1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.

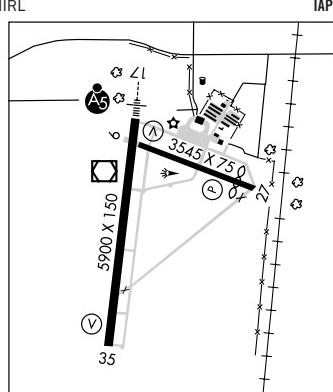
(H) VORW/DME 115.4 CVO Chan 101 N44°29.98'

W123°17.62' at fld. 241/18E.

LEWISBURG NDB (MHW) 225 LWG N44°36.82' W123°16.24'

169° 7.0 NM to fld.

ILS 111.9 I-CVO Rwy 17. Class IT.



**COTTAGE GROVE STATE** (61S) 1 E UTC-8(-7DT) N43°47.99' W123°01.74'

KLAMATH FALLS

L-1A

641 B FUEL 100LL TPA—1641(1000) NOTAM FILE MMV

RWY 15-33: H3188X60 (ASPH) S-15 MIRL

RWY 15: PAPI(P4L)—GA 3.0° TCH 45'. Trees.

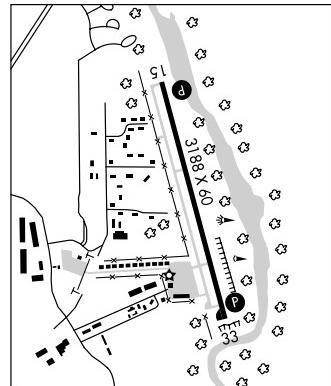
RWY 33: PAPI(P4R)—GA 4.2° TCH 45'. Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Sat 1800-0300Z‡. If no attendant on duty, phone number is posted on pump. Fuel avbl 24 hr self serve cardlock. High concentration of birds on and in vicinity of apt. Deer on and in vicinity of apt all hours. Twys 25' wide, marked with blue reflectors. Unicom unmonitored. PAPI Rwy 15 OTS indef. ACTIVATE MIRL Rwy 15-33 PAPI Rwy 15 and Rwy 33—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE EUG.

EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25'

W123°13.37' 136° 21.0 NM to fld. 364/20E. HIWAS.

**COUNTRY SQUIRE AIRPARK** (See SANDY)**CRESCENT LAKE STATE** (5S2) 2 NE UTC-8(-7DT) N43°31.96' W121°57.00'

KLAMATH FALLS

L-1A

4810 TPA—5810(1000) NOTAM FILE MMV

RWY 13-31: H3900X30 (ASPH)

RWY 13: Trees. RWY 31: Thld dsplcd 275'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov 1-May 1 due to snow. Rwy surrounded by trees. Owner advises contact with State Department of Aviation 503-378-4880. Gravel occasionally on rwy due to runoff.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDM.

DESCHUTES (H) VORTACW 117.6 DSG Chan 123 N44°15.17' W121°18.21' 195° 51.5 NM to fld.

4101/18E. HIWAS.

**CRESWELL****HOBBY FLD** (77S) 1 NE UTC-8(-7DT) N43°55.85' W123°00.40'

KLAMATH FALLS

L-1A

538 B S4 FUEL 100LL, JET A TPA—1403(865) NOTAM FILE MMV

RWY 15-33: H3101X60 (ASPH) S-12 MIRL

RWY 15: PAPI(P2L)—GA 3.0°. Tree. RWY 33: Trees.

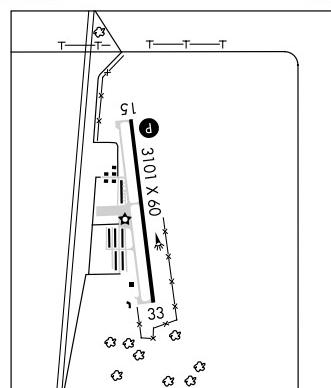
**AIRPORT REMARKS:** Attended Mon-Fri 1700-0200Z‡, Sat-Sun 1900-0000Z‡. Self serve fuel avbl 24 hrs. Parachute Jumping.

ACTIVATE MIRL Rwy 15-23 and PAPI Rwy 15—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE EUG.

EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25'

W123°13.37' 121° 14.8 NM to fld. 364/20E. HIWAS.



**CULVER****LAKE BILLY CHINOOK STATE** (5S5) 6 W UTC-8(-7DT) N44°31.16' W121°19.24'

SEATTLE

2695 TPA—3695(1000) NOTAM FILE MMV

**RWY 16-34:** H2500X32 (ASPH)

RWY 16: Thld dispcl 660'. Trees. RWY 34: Tree.

**AIRPORT REMARKS:** Unattended. Animals on and in vicinity of apt. Grass area south of rwy not for acft ops. Rwy 16-34 has restricted rwy sight distance. Rwy 16 NSTD thld marked with three orange reflective marker cans each side.**COMMUNICATIONS:** CTAF 122.9**DAVIS** (See GATES)**DENMARK****CAPE BLANCO STATE** (5S6) 4 SW UTC-8(-7DT) N42°51.47' W124°31.06'

KLAMATH FALLS

H-1A, L-1A

214 TPA—1214(1000) NOTAM FILE MMV

**RWY 14-32:** H5100X150 (ASPH) S-115, D-185, DT-340

RWY 14: Trees. RWY 32: Brush.

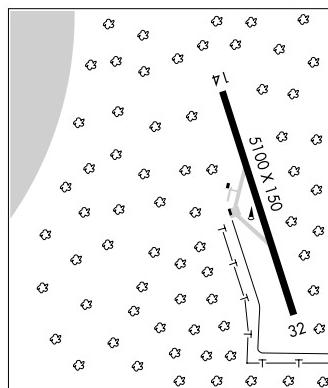
**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9

CAPE BLANCO RCO 122.4 (MC MINNVILLE RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77'

W124°14.44' 330° 65.7 NM to fld. 54/19E.

**DESCHUTES** N44°15.17' W121°18.21' NOTAM FILE RDM.

KLAMATH FALLS

H-1B, L-13A

(H) VORTACW 117.6 DSD Chan 123 071° 6.6 NM to Roberts Fld. 4101/18E. HIWAS.

VORTAC unusable: 220°–240° byd 30 NM

**EASTERN OREGON RGNL AT PENDLETON** (See PENDLETON)**EMIRE** N43°23.67' W124°18.62' NOTAM FILE OTH.

KLAMATH FALLS

L-1A

NDB (LOM) 378 OT 046° 3.1 NM to Southwest Oregon Rgnl.

Unusable 360°–165° byd 10 NM

**ENTERPRISE** N45°26.04' W117°16.23'

SEATTLE

RCO 122.5 (MC MINNVILLE RADIO)

L-13B

**ENTERPRISE MUNI** (8S4) 0 E UTC-8(-7DT) N45°25.49' W117°15.89'

SEATTLE

3957 B S2 FUEL 100LL TPA—4957(1000) NOTAM FILE MMV

**RWY 12-30:** H2850X50 (ASPH) S-7 LIRL**AIRPORT REMARKS:** Attended on call. For attendant call 541-426-3562. For fuel call 541-426-3288. No line of sight from rwy ends. Announce intentions arriving/departure on 122.8. 65' lgtd cell twr located 200' SW of Rwy 12.

Minor airframe and minor power plant repairs on call 541-426-4984. Be alert, soft edges and steep shoulders along rwy and twy. Parallel twy 20' wide, loose grvl on surface. Unlgtd helipad 150' SE of rotating bcn adjacent to twy.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**ESTACADA****VALLEY VIEW** (5S9) 1 NE UTC-8(-7DT) N45°18.49' W122°19.12'

735 TPA—1685(950) NOTAM FILE MMV

RWY 16-34: H3780X32 (ASPH)

RWY 16: Thld dispd 490'. Trees.

**RWY 34:** Trees.

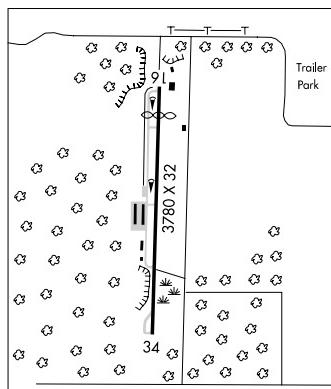
AIRPORT REMARKS: Attended irregularly. LIRL Rwy 16-34 owner's use only. Rwy 16 lgtd thld relocated 250' for ngt ops.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 074° 28.1 NM to fld. 1440/21E. HIWAS.

SEATTLE  
L-1B**EUGENE** N44°07.25' W123°13.37'. NOTAM FILE EUG.

(H) VORTACW 112.9 EUG Chan 76 at Mahlon Sweet Fld. 364/20E. HIWAS.

RCO 122.3 (MC MINNVILLE RADIO)

KLAMATH FALLS  
H-1A, L-1B

**EUGENE**

**MARLON SWEET FLD** (EUG) 7 NW UTC-8(-7DT) N44°07.40' W123°13.12'

374 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—1174(800) Class I, ARFF Index B  
NOTAM FILE EUG

**RWY 16R-34L:** H8009X150 (ASPH-GRVD) S-75, D-200, DT-400 HIRL CL

RWY 16R: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 50'.

RWY 34L: ODALS, VASI(V4L)—GA 3.0° TCH 53'.

**RWY 16L-34R:** H6000X150 (ASPH-GRVD) S-105, D-175, DT-240 HIRL

RWY 16L: MALS, PAPI(P4L)—GA 3.0° TCH 52'.

RWY 34R: REIL, PAPI(P4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended continuously. Migratory waterfowl and other birds on and invof apt. Possible up/down drafts and restricted visibility due to fd burning between July—September. PPR for unscheduled air carrier ops with more than 30 passenger seats call 541-682-5430. ARFF svcs unavailable 0000—0500 local except PPR 541-682-5430. No access to Rwy 34L byd Twy A9. Helicopters ldg and departing avoid overflying the airline passenger terminal and ramp located E of Rwy 16R-34L. Helipads west of Rwy 16R restricted, PPR phone 541-682-5430. Twys H and K unavailable to acft 21,000 pounds single weight and 40,000 pounds dual gross weight. Terminal apron closed to acft except scheduled air carriers and flights with prior permission. HIRL Rwy 16L-34R and Rwy 16R-34L twr ct 1400—0730Z‡, med ints 0730—1400Z‡. PAPI Rwy 16R and VASI Rwy 34L opr 24 hrs. ALSF Rwy 16R and ODALS Rwy 34L, MALS Rwy 16L, PAPI Rwy 16L and Rwy 34R, and REIL Rwy 34R twr ct 1400—0730Z‡, 0730—1400Z‡ ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS (541) 461-3114. HIWAS 112.9 EUG.

**COMMUNICATIONS:** CTAF 118.9 ATIS 125.225 (541) 607-4699 UNICOM 122.95

EUGENE RCO 122.3 (MC MINNVILLE RADIO)

(R) CASCADE APP/DEP CON 119.6 (340°—159°) 120.25 (160°—339°) (1400—0730Z‡)

(R) SEATTLE CENTER APP/DEP CON 125.8 (0730—1400Z‡)

EUGENE TOWER 118.9 (Rwy 16R-34L), 124.15 (Rwy 16L-34R) (1400—0730Z‡) GND CON/CLNC DEL 121.7

**AIRSPACE:** CLASS D svc 1400—0730Z‡ other times CLASS E.

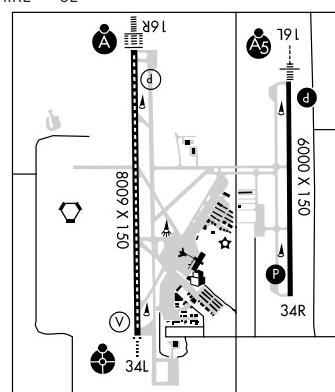
**RADIO AIDS TO NAVIGATION:** NOTAM FILE EUG.

EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25' W123°13.37' at fd. 364/20E. HIWAS.

FRAKK NDB(MHW) 260 EU N44°12.77' W123°13.23' 157° 5.3 NM to fd.

ILS/DME 110.1 I-EUG Chan 38 Rwy 16R. Class IIIE. OM FRAKK NDB MM unmonitored. ILS unmonitored when tower closed.

ILS/DME 111.75 I-ADE Chan 54(Y) Rwy 16L. Class IE.

**FLORENCE**

**FLORENCE MUNI** (6S2) 1 N UTC-8(-7DT) N43°58.96' W124°06.68'

51 B FUEL 100LL, JET A NOTAM FILE MMV

**RWY 15-33:** H2916X60 (ASPH) S-12.5 MIRL

RWY 15: Rgt tfc.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Jun-Sep 1700—0100Z‡, Oct—May

1800—0100Z‡. Birds, deer and wildlife on and invof apt.

ACTIVATE MIRL Rwy 15—33—CTAF. PAPI Rwy 33 opr 24 hrs.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (541) 997-8664.

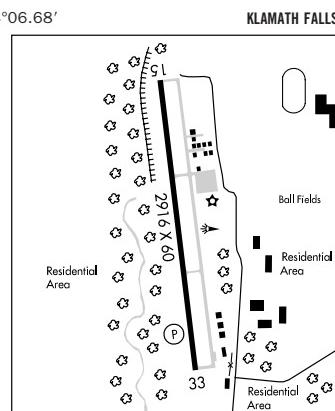
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTH.

NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93'

W124°10.11' 346° 34.1 NM to fd. 707/18E.

HIWAS.



**LAKE WOAHINK SPB** (100) 4 S UTC-8(-7DT) N43°54.25' W124°06.88'

KLAMATH FALLS

39 NOTAM FILE MMV

WATERWAY N-S: 9000X1000 (WATER)

WATERWAY N: Trees. WATERWAY S: Trees. Rgt tfc.

WATERWAY NW-SE: 3200X1000 (WATER)

WATERWAY NW: Trees. WATERWAY SE: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Noise abatement procedures in effect avoid overflight of homes. Sealanes not marked.

COMMUNICATIONS: CTAF 122.9

**FORIS** N45°41.73' W118°43.83'. NOTAM FILE PDT.

SEATTLE

NDB (HWL/OM) 230 PD 250° 4.7 NM to Eastern Oregon Rgnl At Pendleton. Unmonitored. SHUTDOWN.

L-13A

NDB unusable 030°–100° beyond 30 NM 100°–200° beyond 40 NM.

**FRAKK** N44°12.77' W123°13.23'. NOTAM FILE EUG.

KLAMATH FALLS

NDB (MHW) 260 EU 157° 5.3 NM to Mahlon Sweet Fld. Unmonitored when twr clsd.

L-1B

NDB unusable 020°–070° byd 15 NM and 170°–310° byd 11 NM.

## GATES

**DAVIS** (6S4) 1 S UTC-8(-7DT) N44°44.74' W122°25.29'

SEATTLE

1026 NOTAM FILE MMV

RWY 07-25: 1940X50 (TURF)

RWY 07: Trees. RWY 25: Tree.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

**GEORGE FELT** (See ROSEBURG)

## GLENEDEN BEACH

**SILETZ BAY STATE** (S45) 1 SE UTC-8(-7DT) N44°52.62' W124°01.71'

SEATTLE

L-1B

69 B TPA—1069(1000) NOTAM FILE MMV

RWY 17-35: H3300X60 (ASPH) S-11 MIRL

RWY 17: Trees. Rgt tfc. RWY 35: Brush.

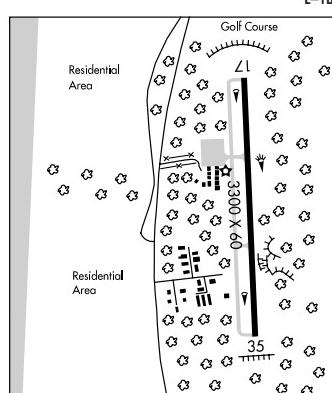
AIRPORT REMARKS: Unattended. Wildlife on and in env of arpt. Rwy 35 has 4–6 inch dip 800' from S end. MIRL Rwy 17–35 preset low intensity; ACTIVATE higher intensity—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.

NEWPORT (H) VORTACW 117.1 ONP Chan 118 N44°34.52'

W124°03.64' 345° 18.1 NM to fld. 150/19E.



**GOLD BEACH MUNI** (4S1) 0 W UTC-8(-7DT) N42°24.92' W124°25.50'

KLAMATH FALLS

L-2I

20 B FUEL 100LL, JET A NOTAM FILE MMV

RWY 16-34: H3237X75 (ASPH) S-12.5 MIRL

RWY 16: REIL. Thld dsplcd 90°. Road. Rgt tfc. RWY 34: REIL. Road.

AIRPORT REMARKS: Attended 1600–0100‡. BE ALERT: Birds on and in the vicinity of arpt. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.15 (541) 247–2518.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77' W124°14.44' 329° 39.0 NM to fld. 54/19E.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored.

**GRANT CO RGNL/OGLIVIE FLD** (See JOHN DAY)**GRANTS PASS** (3S8) 5 NW UTC-8(-7DT) N42°30.61' W123°23.28'

1126 B S4 FUEL 100LL, JET A TPA—2126(1000) NOTAM FILE MMV

RWY 12-30: H4001X75 (ASPH) S-19 MIRL 0.8% up SE

RWY 12: REIL. Trees.

RWY 30: REIL. VASI(V4R)—GA 4.25° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1600—0100Z‡. 24 hr credit card fuel avbl. VASI Rwy 30 not to be used for turbojet operations. Rwy 30 designated calm wind rwy. Rwy 12—30 has basic markings, plus aiming point markings. ACTIVATE VASI Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF. MIRL Rwy 12—30 on continuously.**WEATHER DATA SOURCES:** AWOS-2 122.8 (617) 262-3825.**COMMUNICATIONS:** CTAU/UNICOM 122.8

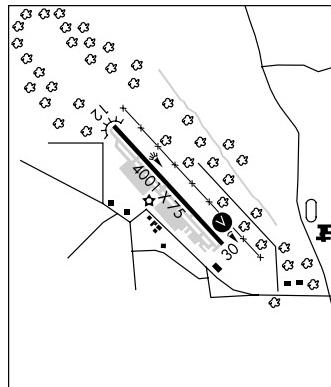
CASCADE APP/DEP CON 124.3 (1400-0700Z‡)

SEATTLE CENTER APP/DEP CON 121.4 (0700-1400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MFR.**ROGUE VALLEY (H) VORTACW** 113.6 OED Chan 83 N42°28.77' W122°54.78' 256° 21.2 NM to fld. 2083/19E. HIWAS.**KLAMATH FALLS**

L-2J

IAP

**HERMISTON MUNI** (HRI) 2 SE UTC-8(-7DT) N45°49.69' W119°15.55'**SEATTLE**

L-13A

IAP

644 B S4 FUEL 100LL, JET A TPA—1444(800) NOTAM FILE HRI

RWY 04-22: H4500X75 (ASPH) S-22 MIRL

RWY 04: PAPI (P2L)—GA 3.0° TCH 36'. Tree.

RWY 22: REIL. PAPI(P2L)—GA 3.5° TCH 37'. P-line.

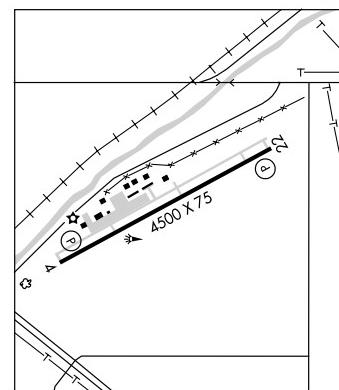
**AIRPORT REMARKS:** Attended Oct-Mar 1600—0100Z‡, Apr-Sep 1600—0200Z‡. Parachute Jumping. ACTIVATE MIRL Rwy 04—22 and REIL Rwy 22—CTAF. PAPI Rwy 04 and Rwy 22 opr continuously.**WEATHER DATA SOURCES:** ASOS 135.225 (541) 567-8580.**COMMUNICATIONS:** CTAU/UNICOM 122.8

(R) CHINOOK APP/DEP CON 133.15 (1400-0600Z‡)

SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDT.**PENDLETON (H) VORTACW** 114.7 PDT Chan 94 N45°41.91'

W118°56.32' 280° 15.6 NM to fld. 1559/20E. HIWAS.

**HILLSBORO****STARK'S TWIN OAKS AIRPARK** (7S3) 4 S UTC-8(-7DT) N45°25.71' W122°56.53'**SEATTLE**

170 S3 FUEL 100LL TPA—1110(940) NOTAM FILE MMV

RWY 02-20: H2465X48 (ASPH) LIRL

RWY 02: Thd dispcld 100'. Tree. RWY 20: Trees.

**AIRPORT REMARKS:** Attended dawn-dusk. Rwy lghts opr 0200—0800Z‡. For LIRL Rwy 02—20 after 0800Z‡ PPR call arpt manager 503-628-2056.**COMMUNICATIONS:** CTAU/UNICOM 123.05

PORTLAND CLNC DEL 119.95

**HOBBY FLD** (See CRESWELL)

**HOOD RIVER**

**KEN JERNSTEDT AIRFIELD** (4S2) 2 S UTC-8(-7DT) N45°40.36' W121°32.19'

631 B S4 FUEL 100LL TPA-1500(869) NOTAM FILE MMV

**RWY 07-25:** H3040X75 (ASPH) S-23 LIRL

**RWY 07:** Tree. **RWY 25:** REIL. Road.

**AIRPORT REMARKS:** Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z‡. Frequent vehicular tfc AER 07. Gliders and ultralights use right traffic for Rwy 07 and 25. ACTIVATE REIL Rwy 25—CTAF. Rwy 07-25 LIRL opr continuously.

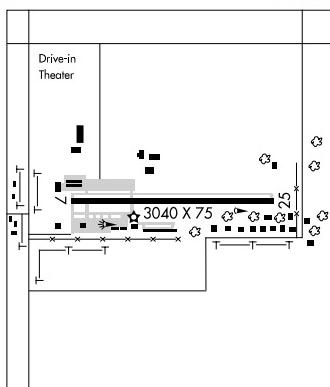
**WEATHER DATA SOURCES:** AWOS-3 134.375 (541) 386-2386.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DLS.

**KLICKITAT (H) VOR/WOME** 112.3 LTJ Chan 70 N45°42.81' W121°06.05' 242° 18.5 NM to fld. 3220/21E. HIWAS.

**SEATTLE**  
L-1C, 13A

**HUBBARD**

**LENHARDT AIRPARK** (7S9) 3 E UTC-8(-7DT) N45°10.82' W122°44.61'

**SEATTLE**

165 S4 FUEL 100LL NOTAM FILE MMV

**RWY 02-20:** H2956X45 (ASPH) LIRL

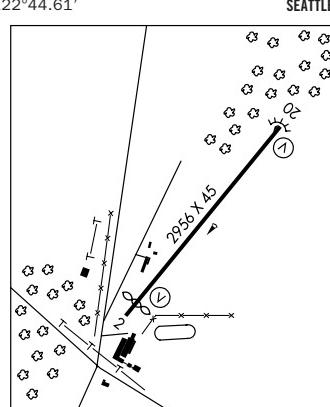
**RWY 02:** VASI(NSTD)—GA 7.0°. Thld dispclcd 230'. Road.

**RWY 20:** VASI(NSTD)—GA 4.0°. Trees.

**AIRPORT REMARKS:** Attended irregularly. Rwy 02 +6' fence 50' right of threshold. Rwy 02 has powerline at 730'; 150' trees at 1536'.

Rwy 20 80' trees at 585'. Rwy 02 NSTD VASI one flashing/steady light on right side of rwy. Rwy 20 NSTD VASI one flashing/steady light on left side of rwy. Parallel twy west of rwy—grass.

**COMMUNICATIONS:** CTAF 122.9

**ILLINOIS VALLEY**

(See CAVE JUNCTION)

**IMNAHA**

**MEMALOOSE** (25U) 10 SE UTC-8(-7DT) N45°25.66' W116°41.63'

**GREAT FALLS**

6708 NOTAM FILE MMV

**RWY 17-35:** 3300X120 (DIRT)

**RWY 17:** Rgt tfc. **RWY 35:** Trees. Rgt tfc.

**AIRPORT REMARKS:** Unattended. CLOSED winters. Livestock and wildlife on and invof arpt. No line of sight between rwy ends. Early Spring; damp soft spot on North end of rwy; land long to South. Rwy 35 expect downdrafts on short final due to sheer drop in terrain. Rwy 17-35 outlined with rocks painted white. Rwy 17-35 loose 3 inch-6 inch rocks on rwy; rwy poorly defined. South 1000' rough and overgrown with weeds. Rwy 35 thld marked by white rocks across rwy end.

**COMMUNICATIONS:** CTAF 122.9

**INDEPENDENCE STATE** (7S5) 1 NW UTC-8(-7DT) N44°52.02' W123°11.89'SEATTLE  
L-1B

180 B FUEL 80, 100LL TPA—1180(1000) NOTAM FILE MMV  
**RWY 16-34:** H3142X60 (ASPH) S-12.5 MIRL

**RWY 16:** PAPI(P4R)—GA 3.0° TCH 40'. P-line.

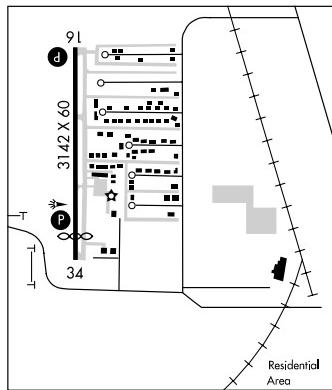
**RWY 34:** PAPI(P4L)—GA 3.0° TCH 40'. Thld dispclcd 140'. Road.

**AIRPORT REMARKS:** Attended daylight hours. Ultralight aeft on and inovf arpt. Migratory flocks of waterfowl on and inovf arpt. ACTIVATE MIRL Rwy 16-34, PAPI Rwy 16 and Rwy 34—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.

**NEWBERG (H) VOR/DME** 117.4 UBG Chan 121 N45°21.19'  
 W122°58.69' 177° 30.6 NM to fld. 1440/21E. HIWAS.

**JOHN DAY****GRANT CO RGNL/OGILVIE FLD** (GCD) 1 SW UTC-8(-7DT) N44°24.17' W118°58.07'KLAMATH FALLS  
H-1B, L-13A  
IAP

3703 B FUEL 100LL, JET A NOTAM FILE GCD

**RWY 17-35:** H5220X60 (ASPH) S-12.5 MIRL 0.5% up S  
 RWY 17: REIL, PAPI(P4R)—GA 4.0° TCH 52'.

**RWY 09-27:** H4471X60 (ASPH) S-12.5 LIRL 1.3% up E  
 RWY 27: Rgt tfc.

**AIRPORT REMARKS:** Attended Oct-May 1600–0000Z‡, Jun–Sep Mon–Fri 1500–0300Z‡. Self service fuel available after hours. Extensive helicopter activity during fire season Jul-Oct. Rwy 27 and Rwy 35 hold lines are marked in white outline only. Be aware of soft edges along rwy's and twys. 8 foot game fence around arpt. Rwy 17–35 basic markings, plus aiming point marks. Twy lines and Rwy 17–35 centerline markings incomplete, Rwy 27 relocated thld and Rwy 27 not marked. Twy marked with reflectors. ACTIVATE LIRL Rwy 09–27, MIRL Rwy 17–35, REIL Rwy 17 and PAPI Rwy 17—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (541) 575–1122.

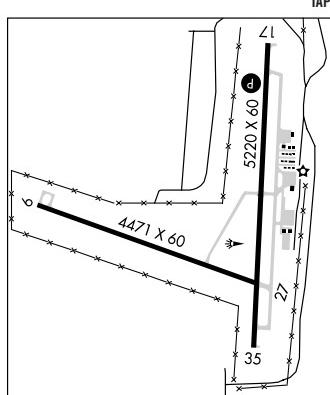
**COMMUNICATIONS:** CTAF/UNICOM 122.8

SEATTLE CENTER APP/DEP CON 128.15.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.

**KIMBERLY (H) VORTACW** 115.6 IMB Chan 103 N44°38.90'  
 W119°42.70' 095° 35.2 NM to fld. 5220/20E. HIWAS.

**COMM/NAV/WEATHER REMARKS:** CLNC DEL thru Flight Services 1–800–WX–BRIEF.



**JOSEPH STATE** (4S3) 1 W UTC-8(-7DT) N45°21.57' W117°15.23'

4121 B FUEL 100LL TPA—5121(1000) NOTAM FILE MMV

RWY 15-33: H5200X60 (ASPH) S-12.5 MIRL

RWY 15: REIL, PAPI(P2L)—GA 4.0° TCH 43'. Trees.

RWY 33: P-line.

**AIRPORT REMARKS:** Unattended. Use extreme CAUTION during South tkfs due to possible hazardous downdrafts south of apt under south wind conditions. Deer on apt all hours. P-lines near Rwy 33 AER unmarked. Unicorn unattended. ACTIVATE MIRL Rwy 15-33, PAPI and REIL Rwy 15—CTAF.

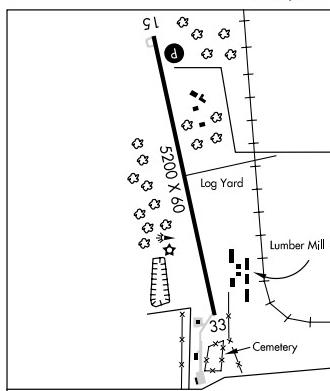
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNU Chan 109 N44°46.03'

W116°12.38' 290° 57.0 NM to fld. 7333/19E.

SEATTLE  
H-1C, L-13B



**KARPEN** N46°08.37' W123°35.24'. NOTAM FILE AST.

NDB (MHW) 201 PEN 255° 12.2 NM to Astoria Rgnl. NDB unmonitored.

SEATTLE  
L-1C

**KEN JERNSTEDT AIRFIELD** (See HOOD RIVER)

**KIMBERLY** N44°38.90' W119°42.70'. NOTAM FILE MMV.

(H) VORTACW 115.6 IMB Chan 103 094° 35.3 NM to Grant Co Rgnl/Ogilvie Fld. 5220/20E.

HIVAS.

RCO 122.6 (MC MINNVILLE RADIO)

SEATTLE  
H-1B, L-13A

**KLAMATH FALLS** (LMT) 4 SE UTC-8(-7DT) N42°09.37' W121°43.99'  
 4095 B S4 FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT  
**RWY 14-32:** H10301X150 (ASPH-CONC) S-110, D-145, ST-175, DT-230 HIRL  
 RWY 14: MALSF, VASI(V4L)—GA 3.0° TCH 50'. Tree.  
 RWY 32: MALSR, VASI(V4L)—GA 3.0° TCH 50'.  
**RWY 07-25:** H5258X100 (ASPH-GRVD) S-38, D-52, DT-87  
 MIRL  
**RWY 07:** Thld dsplcd 307'. Railroad.  
**RWY 25:** REIL, PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 514'.  
 Fence.

**KLAMATH FALLS**  
 H-3B, L-2I  
 IAP, AD

**RUNWAY DECLARED DISTANCE INFORMATION**

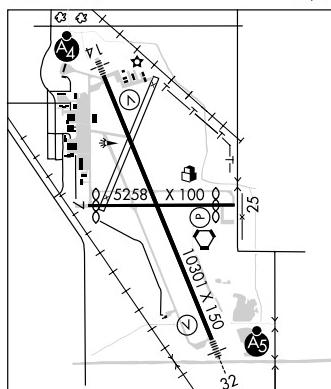
**RWY 07:** TORA-5260 TODA-5260 ASDA-4746 LDA-4439  
**RWY 25:** TORA-5260 TODA-5260 ASDA-4953 LDA-4439

**ARRESTING GEAR/SYSTEM**

**RWY 14** ← HOOK BAK-12B(B) (1500')

HOOK BAK-12B(B) (1500') → **RWY 32**

**AIRPORT REMARKS:** Attended 1500–0600Z‡. For services after hours call fixed base operator at 541-882-4681. Flocks of large migratory waterfowl in vicinity Nov–May. When twr closed ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14–32 and MIRL Rwy 07–25 and twy lghts—CTAF. Rwy lghts have a 30 second warm up delay.



**WEATHER DATA SOURCES:** ASOS (541) 883-8127. HIWAS 115.9 LMT.

**COMMUNICATIONS:** CTAF 133.975 ATIS 126.5 UNICOM 122.95

RCO 122.6 (MC MINNVILLE RADIO)

(R) KINGSLEY APP/DEP CON 123.675 (Mon–Fri 1600–0000Z‡ exc weekends and holidays), other times ctc  
 (R) SEATTLE CENTER APP/DEP CON 127.6

TOWER 133.975 (1500–0600Z‡) GND CON 121.9

**AIRSPACE:** CLASS D svc 1500–0600Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' at fld. 4087/17E. HIWAS.

VOR portion unusable:

050°–060° byd 30 NM blo 12,000'	270°–280° byd 20 NM
060°–120° byd 25 NM blo 12,000'	320°–050° byd 23 NM blo 12,000'
170°–195° byd 20 NM	320°–050° byd 30 NM
210°–245° byd 25 NM blo 12,000'	

DME portion unusable:

105°–125° byd 7 NM blo 12,000'	320°–105° byd 13 NM blo 13,000'
153°–195° byd 20 NM blo 11,000'	320°–125° byd 20 NM
210°–305° byd 25 NM blo 10,500'	

**MERRILL NDB (MHW) 347 LFA N41°59.11' W121°38.57'** 322° 11.0 NM to fld.

ILS 109.5 I-LMT Rwy 32.

**LA GRANDE/UNION COUNTY** (LGD) 4 SE UTC-8(-7DT) N45°17.41' W118°00.43'

SEATTLE

H-1C, L-13A

IAP

2717 B S4 FUEL 100LL, JET A NOTAM FILE LGD Not insp.

RWY 12-30: H5600X100 (ASPH) S-65, D-90, ST-114, DT-130 MIRL

RWY 12: PAPI(P2L). Road. RWY 30: REIL. PAPI(P2L)—GA 3.0°.

RWY 16-34: H3876X60 (ASPH) S-45, D-60, DT-100

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Thld dispcld 486'. Road.

AIRPORT REMARKS: Attended Dec-Mar 1600-0200Z, Apr-Nov

1500-0300Z. For attendant 24 hours call 541-963-6714.

Extensive Forest Service opr during summer months. Landing fee for aircraft over 12,500 pounds. Rwy 16-34 marked with reflectors. Twys marked with blue reflectors.

WEATHER DATA SOURCES: AWOS-3 135.075 (541) 963-6824.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

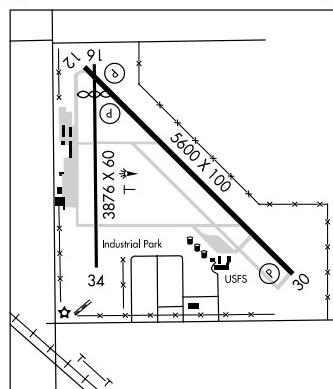
BAKER CITY (HVORV/DME 115.3 BKE Chan 100 N44°50.44'

W117°48.47' 323° 28.3 NM to fld. 3360/20E.

NDB (MHW) 296 LGD N45°20.55' W117°57.76' 194° 3.7

NM to fld. NOTAM FILE LGD. Unusable 160°-190° beyond 15

NM and 290°-315° beyond 15 NM.

**LAKE BILLY CHINOOK STATE** (See CULVER)**LAKE CO** (See LAKEVIEW)**LAKER** N45°32.46' W122°27.74'. NOTAM FILE PDX.

SEATTLE

L-1C

NDB (MHW) 332 LBH 277° 6.4 NM to Portland Intl.

**LAKESIDE STATE** (9S3) 0 NW UTC-8(-7DT) N43°34.99' W124°10.82'

KLAMATH FALLS

20 TPA—1020(1000) NOTAM FILE MMV

RWY 15-33: 2150X100 (TURF)

RWY 15: Trees RWY 33: Trees

AIRPORT REMARKS: Unattended. Rwy 15-33 rwy ends marked with white mats.

COMMUNICATIONS: CTAF 122.9

**LAKEVIEW** N42°29.57' W120°30.43' NOTAM FILE LKV.

KLAMATH FALLS

H-3B, L-11A

(H) VORTACW 112.0 LKV Chan 57 147° 20.5 NM to Lake Co. 7460/19E. HIWAS.

RCO 122.3 (MC MINNVILLE RADIO)

**LAKEVIEW****LAKE CO** (LKV) 3 SW UTC-8(-7DT) N42°09.67' W120°23.95'

KLAMATH FALLS

H-3B, L-11A

IAP

4733 B FUEL 100LL, JET A TPA—5733(1000) NOTAM FILE LKV

RWY 16-34: H5306X100 (ASPH) S-74, D-86, ST-109 MIRL

RWY 16: VASI(V4L)—GA 3.0° TCH 55'.

RWY 34: REIL. VASI(V4R)—GA 3.0° TCH 55'.

AIRPORT REMARKS: Attended Apr-Sep 1700-0000Z, Oct-Mar

1500-0100Z. Flocks of large waterfowl in vicinity Nov-May.

Extensive airtanker ops in fire season. Possible glider ops on twy.

Twy NE-SW used for strong cross wind ldg. ACTIVATE MIRL Rwy

16-34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.525 (541) 947-5069.

HIWAS 112.0 LKV.

COMMUNICATIONS: CTAF/UNICOM 122.8

LAKEVIEW RCO 122.3 (MC MINNVILLE RADIO)

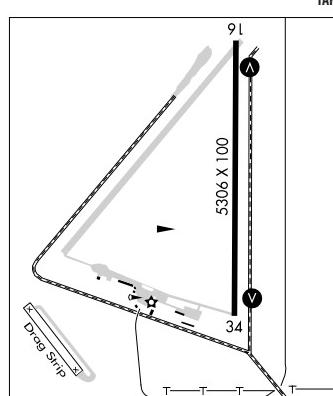
SEATTLE CENTER APP/DEP CON 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57'

W120°30.43' 147° 20.5 NM to fld. 7460/19E.

HIWAS.



**LAKE WOAHINK SPB** (See FLORENCE)

**LEBANON STATE** (S3Ø) 1 SW UTC-8(-7DT) N44°31.79' W122°55.77'  
 344 B FUEL 100LL, MOGAS TPA—1344(1000) NOTAM STATE MMV.  
**RWY 16-34:** H2877X50 (ASPH) MIRL  
**RWY 16:** PAPI(P2L)—GA 3.0°TCH 40'. Tree. **RWY 34:** PAPI(P2L)—GA 3.5°TCH 40'. Thld dsplcd 387'. Brush.  
**AIRPORT REMARKS:** Attended continuously. Acft departing Rwy 34 make 10° left turn after takeoff as soon as safety permits. Rwy 16-34 twy markings NSTD, marked with reflectors.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8

SEATTLE

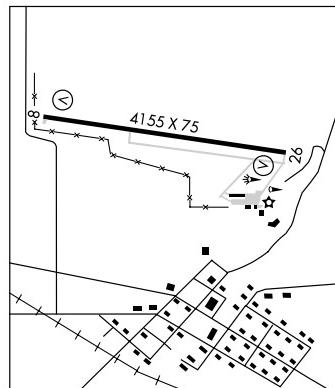
**LENHARDT AIRPARK** (See HUBBARD)

**LEWISBURG** N44°36.82' W123°16.24'. NOTAM FILE CVO.  
**NDB (MRW) 225 LWG 169° 7.0 NM to Corvallis Muni.**

KLAMATH FALLS

L-1B

**LEXINGTON** (9S9) 1 N UTC-8(-7DT) N45°27.25' W119°41.42'  
 1634 B FUEL 100LL TPA—2634(1000) NOTAM FILE MMV  
**RWY 08-26:** H4155X75 (ASPH) S-12.5 MIRL 1.3% up E  
**RWY 08:** VASI(V2L)—GA 3.0° TCH 44'. Fence.  
**RWY 26:** VASI(V2L)—GA 3.5° TCH 59'.  
**AIRPORT REMARKS:** Unattended. Fuel 24 hours credit card svc avbl. Rwy 08-26 200' gravel E end. ACTIVATE MIRL Rwy 08-26—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 134.475 (541) 989-8557.  
**COMMUNICATIONS:** CTAF 122.9  
**(R) SEATTLE CENTER APP/DEP CON 132.6**  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDT.  
**PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91'**  
**W118°56.32' 225° 34.9 NM to fld. 1559/20E.**  
**HIWAS.**



SEATTLE

L-13A

IAP

**MADRAS MUNI CITY-CO** (S33) 3 NW UTC-8(-7DT) N44°40.21' W121°09.31'  
 2437 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MMV  
**RWY 16-34:** H5089X75 (ASPH) S-75, D-120, DT-180 MIRL  
**RWY 34:** VASI(V4L)—GA 3.0°.  
**RWY 04-22:** H2701X50 (ASPH) S-16 0.3% up NE  
**RWY 04:** P-line. **RWY 22:** Road.  
**AIRPORT REMARKS:** Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z‡. Rwy 04-22 marked with white reflectors. Rwy 16-34 blue reflectors on twys. ACTIVATE MIRL Rwy 16-34 and VASI Rwy 34—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**SEATTLE CENTER APP/DEP CON 128.15**  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDM.  
**DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21'** 356° 25.8 NM to fld. 4101/18E. HIWAS.

SEATTLE

H-1B, L-13A

IAP

**MAHLON SWEET FLD** (See EUGENE)

**MALIN** (4S7) 1 SE UTC-8(-7DT) N42°00.06' W121°23.78'  
 4052 NOTAM FILE MMV  
**RWY 14-32:** 2800X30 (ASPH-GRVL)  
**RWY 14:** P-line. **RWY 32:** Road.  
**AIRPORT REMARKS:** Unattended. Rwy 14-32 has weed growth along rwy edges and around NW end. Rwy 14-32 weeds growing on rwy; asphalt portion cracked with weeds growing through. Rwy 14 NW 305' ASPH.  
**COMMUNICATIONS:** CTAF 122.9

KLAMATH FALLS

**MANZANITA**

**NEHALEM BAY STATE** (3S7) 2 S UTC-8(-7DT) N45°41.89' W123°55.79'

SEATTLE

22 TPA—1022(1000) NOTAM FILE MMV

**RWY 15-33:** H2350X50 (ASPH)

**RWY 15:** Trees      **RWY 33:** Deer and water fowl invof arpt. Unpaved twy and ramp.

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**MC DERMITT STATE** (26U) 0 W UTC-8(-7DT) N42°00.13' W117°43.39'

KLAMATH FALLS

H-3C, L-11B

4478 B TPA—5478(1000) NOTAM FILE MMV

**RWY 16-34:** H5900X60 (ASPH) S-12.5 LIRL

**AIRPORT REMARKS:** Unattended. P-lines South and East. Vegetation growing in primary sfc.

**COMMUNICATIONS:** CTAF 122.9

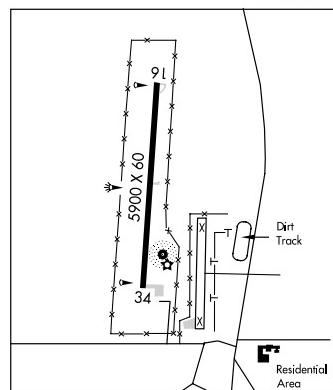
**RADIO AIDS TO NAVIGATION:** NOTAM FILE REO.

**ROME (H) VORTACW** 112.5 REO Chan 72 N42°35.43'

W117°52.09' 151° 35.9 NM to fld. 4050/19E.

**NDB (MHW) 204 RMD** N42°00.69' W117°43.26' at fld.

NOTAM FILE MMV. VFR only.



**MC KENZIE BRIDGE STATE** (00S) 3 E UTC-8(-7DT) N44°10.99' W122°05.32'

KLAMATH FALLS

1620 TPA—2620(1000) NOTAM FILE MMV

**RWY 06-24:** 2600X90 (TURF)

**RWY 06:** Trees.      **RWY 24:** Trees.

**AIRPORT REMARKS:** Unattended. Wildlife on and around arpt year round. Owner advises ctc with Oregon Dept of Aviation 503-378-4880 prior to use. Irregular winter maintenance, arpt may be clsd due to snow. Rwy 6-24 slopes up to the east. Rwy 06-24 rough with numerous dips and ruts particularly on the east half. Land east-tkf west. Rwy 06 thld marked with white mats. Rwy edges marked with white panel markers.

**COMMUNICATIONS:** CTAF 122.9

**MC MINNVILLE MUNI** (MMV) 3 SE UTC-8(-7DT) N45°11.67' W123°08.16'

SEATTLE

163 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE MMV

H-1A, L-1B

RWY 04-22: H5420X150 (ASPH) S-40, D-50, DT-80 HIRL

IAP

RWY 04: REIL, PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 22: MALSR, PAPI(P4L)—GA 3.0° TCH 55'. Trees.

RWY 17-35: H4676X150 (ASPH) S-40, D-50, DT-80

RWY 17: Tree.

**AIRPORT REMARKS:** Attended 1600Z-dusk. Fuel 24 hour credit card

svcs avbl. For fuel dusk-dawn contact fixed-base operator

503-472-0558. Military helicopter and parachute ops in area.

Scheduled by notam. High pressure bulk oxygen avbl Mon-Sat.

Glider ops Rwy 17-35 and within 8 NM blo 8000' during daylight

hours Feb-Nov. Evergreen Intl Aviation may be contacted on

frequency 122.75. ACTIVATE MALSR Rwy 22, REIL Rwy 04, and

HIRL Rwy 04-22—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.675 (503) 434-9153.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.45 (MC MINNVILLE RADIO)

(R) PORTLAND APP/DEP CON 126.0 (North)

SEATTLE CENTER APP/DEP CON 125.8 (South)

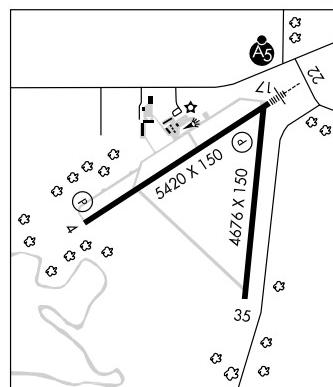
CLNC DEL 118.35

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69' 194° 11.6 NM to fld. 1440/21E.

HIWAS.

ILS 110.9 I-MMV Rwy 22. Class 1A.

**MCNARY FLD** (See SALEM)**MEDFORD** N42°23.50' W122°52.73' NOTAM FILE MFR.

KLAMATH FALLS

NDB (MHW) 356 MEF 148° 1.1 NM to fld. LOM unusable 220°-240° beyond 15 NM.

L-21

RCO 122.65 (MC MINNVILLE RADIO)

**MEDFORD**

**ROGUE VALLEY INTL-MEDFORD** (MFR) 3 N UTC-8(-7DT) N42°22.45' W122°52.41'

1335 B S4 FUEL 100LL, JET A OX 1, 3 TPA—See Remarks  
Class I, ARFF Index B NOTAM FILE MFR

KLAMATH FALLS  
H-3A, L-2I  
IAP, AD

**RWY 14-32:** H8800X150 (ASPH-GRV) S-200, D-200, ST-175,  
DT-400 HIRL CL

**RWY 14:** MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73' 0.4% up.

**RWY 32:** REIL. VASI(V4L)—GA 3.0° TCH 49' 0.5% down.

**RWY 09-27:** H3136X100 (ASPH) S-63, D-70, ST-89, DT-105  
MIRL(NSTD) 0.4% up E

**AIRPORT REMARKS:** Attended 1300-0800Z‡. For fuel after hrs call 541-779-5451, or 541-842-2254. Bird hazard large flocks of migratory waterfowl in vicinity Nov-May. Rwy 09-27 CLOSED to acft over 12,500 lbs GWT. PPR for unscheduled ops with more than 30 passenger seats, call apt operations 541-776-7228. Rwy 32 preferred for tkfs and landings when twr clsd. Twy B/B-1 not visible from twr between two B-2 and AER 9. TPA—2304(969) for propeller acft; 2804(1469) for turbo acft. Rwy 09-27 NSTD MIRL first 10' of Rwy 09 unlit and first 9' of Rwy 27 unlit, 3136 lgtd. ACTIVATE HIRL Rwy 14-32, MALSR Rwy 14, REIL Rwy 32, TDZL Rwy 14, centerline lgts Rwy 14 and Rwy 32, and twy lgts—CTAF. PAPI Rwy 14 and VASI Rwy 32 on continuously. U.S. Customs user fee aptn. Ldg fee applies to all corporate acft and all other acft with weight exceeding 12,500 lbs.

**WEATHER DATA SOURCES:** ASOS (541) 776-1238. HIWAS 113.6 OED.

**COMMUNICATIONS:** CTAF 119.4 ATIS 127.25 UNICOM 122.95

**MEDFORD RCO 122.65** (MC MINNVILLE RADIO)

② **CASCADE APP/DEP CON 124.3** (1400-0700Z‡)

**SEATTLE CENTER APP/DEP CON 124.85** (0700-1400Z‡)

**MEDFORD TOWER 119.4** (1400-0500Z‡) **GND CON 121.8**

**AIRSPACE: CLASS D** svc 1400-0500Z‡ other times CLASS E.

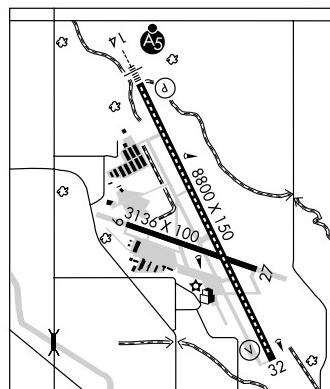
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MFR.

(H) **VORTACW 113.6** OED Chan 83 N42°28.78' W122°54.77' 145° 6.6 NM to fid. 2083/19E. HIWAS.

**MEDFORD NDB (MHW) 356** MEF N42°23.50' W122°52.73' 148° 1.1 NM to fid.

**PUMIE NDB (LOM) 373** MF N42°27.06' W122°54.80' 140° 4.9 NM to fid. LOM unusable 260°-270° beyond 10 NM

**ILS/DME 110.3** I-MFR Chan 40 Rwy 14. Class IA. LOM PUMIE NDB. ILS unmonitored when tower closed. Localizer unusable inside threshold. LOC Back Course unusable byd 11 NM bld 7000', byd 13 NM bld 8300', byd 17 NM bld 8700'. LOC Back Course unusable byd 20° left of course.

**MEMALOOSE** (See IMNAHA)

**MERRILL** N41°59.11' W121°38.57'. NOTAM FILE LMT.  
NDB (MHW) 347 LFA 322° 11.0 NM to Klamath Falls.

KLAMATH FALLS  
L-2I

**MILLER MEMORIAL AIRPARK** (See VALE)

**MONUMENT MUNI** (12S) 1 NW UTC-8(-7DT) N44°49.91' W119°25.82'

SEATTLE

2323 TPA—3323(1000) NOTAM FILE MMV

**RWY 14-32:** 2104X29 (GRVL-TRTD)

RWY 14: Hill.

**AIRPORT REMARKS:** Unattended. Intermittently CLOSED winters due to snow. Rwy 14 rwy ends marked at each corner by a single white tire.

**COMMUNICATIONS:** CTAF 122.9



**NORTH BEND** N43°24.93' W124°10.11' NOTAM FILE OTH

KLAMATH FALLS

L-1A

(L) VORTACW 112.1 OTH Chan 58 253° 3.4 NM to Southwest Oregon Rgnl. 707/18E. HIWAS.

VORTAC unusable:

012°-087° byd 30 NM bld 5000'.

RCO 122.4 (MC MINNVILLE RADIO)

## NORTH BEND

**SOUTHWEST OREGON RGNL** (OTH) 1 NW UTC-8(-7DT) N43°25.02' W124°14.82'

KLAMATH FALLS

H-1A, L-1A

17 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE OTH

IAP, AD

**RWY 04-22:** H5980X150 (ASPH-PFC-GRVD) S-106, D-113, ST-143, DT-190 HIRL

RWY 04: MALSR. VASI (V4R)—GA 3.0° TCH 38'. Boat.

RWY 22: Thld dispcl 660'. Ship.

**RWY 13-31:** H4470X150 (ASPH-GRVD) S-90, D-100, ST-127,

DT-100 MIRL

RWY 13: REIL. Ship.

RWY 31: REIL. PAPI(P4L)—GA 4.0° TCH 50'. Road. Rgt tfc.

### RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5321 TODA-5321 ASDA-5321 LDA-5321

RWY 22: TORA-6000 TODA-6000 ASDA-6000 LDA-5321

### AIRPORT REMARKS:

Attended continuously. Services avbl 1600-0100Z\$, for services after hours call 541-756-7272. Migratory flocks of waterfowl on and in vicinity of apt. Ship channel crosses Rwy 04 approximately  $\frac{3}{4}$  mile from thld, crosses Rwy 13 and Rwy 22 approximately 1000' to 1700' from thld, mast heights to 140'. Landing fee. Non-commercial landing fee for all acft over 12,500 lbs. ACTIVATE MALSR Rwy 04-CTAF. HIRL Rwy 04-22 and MIRL Rwy 13-31 opr continuously at night.

**WEATHER DATA SOURCES:** AWOS-3 135.075 (541) 756-0135.

HIWAS 112.1 OTH.

**COMMUNICATIONS:** CTAF 118.45

**NORTH BEND RCO** 122.4 (MC MINNVILLE RADIO)

**SEATTLE CENTER APP/DEP CON** 121.4

**SOUTHWEST RGNL TOWER** 118.45 (1500-0500Z‡) GND 127.1

### RADIO AIDS TO NAVIGATION:

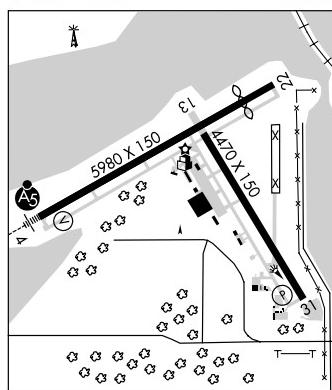
NOTAM FILE OTH.

**NORTH BEND (L) VORTACW** 112.1 OTH Chan 58 N43°24.93' W124°10.11' 253° 3.4 NM to fld. 707/18E. HIWAS.

EMIRE NDB (LOM) 378 OT N43°23.67' W124°18.62' 046° 3.1 NM to fld.

NDB unusable 360°-165° byd 10 NM.

ILS 108.5 I-OTH Rwy 04. LOM EMIRE NDB.



**OAKRIDGE STATE** (5SØ) 1 W UTC-8(-7DT) N43°45.16' W122°30.15'

KLAMATH FALLS

L-1A

1393 TPA—2393(1000) NOTAM FILE MMV

**RWY 09-27:** H3610X47 (ASPH)

RWY 09: Trees. RWY 27: Road.

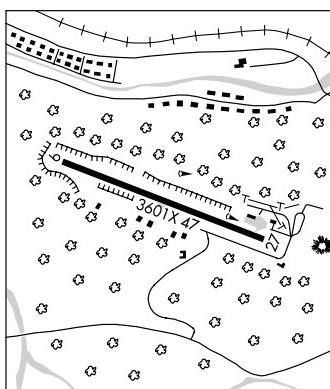
**AIRPORT REMARKS:** Unattended. Irregular winter maintenance, apt may be clsd by snow. US Forest Service helicopters active in vicinity of apt during fire season. Deer and elk on and invof apt.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE EUG.

**EUGENE (H) VORTACW** 112.9 EUG Chan 76 N44°07.25'

W123°13.37' 105° 38.3 NM to fld. 364/20E. HIWAS.



**ONTARIO MUNI** (ONO) 3 W UTC-7(-6DT) N44°01.16' W117°00.78'

2193 B S4 FUEL 100LL, JET A NOTAM FILE ONO

**RWY 14-32:** H5011X100 (ASPH) S-30 D-50 MIRL

RWY 14: Road.

RWY 32: REIL, PAPI(P2L). Berm.

**AIRPORT REMARKS:** Attended 1500-0000Z‡. Self serve card lock fuel avbl 24 hrs. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 32—CTAF. PAPI Rwy 32 OPR continuously.

**WEATHER DATA SOURCES:** ASOS 135.275 (541) 889-7388.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**(R)** SALT LAKE CENTER APP/DEP CON 128.05

**RCO** 122.3 (MC MINNVILLE RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

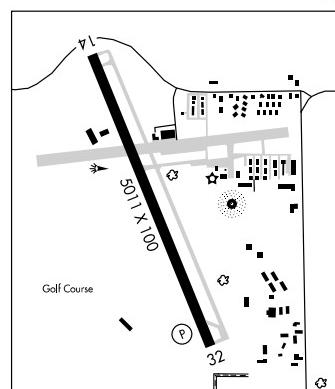
**BOISE (H) VORTACW** 113.3 BOI Chan 80 N43°33.17'  
W116°11.53' 291° 45.3 NM to fld. 2876/17E.

**NDB (MHW) 305** ONO N44°01.18' W117°00.50' at fld.  
NOTAM FILE ONO.

**KLAMATH FALLS**

H-1C, L-11B

IAP



**OWYHEE RESERVOIR STATE** (28U) 25 SW UTC-8(-7DT) N43°25.49' W117°20.73'

**KLAMATH FALLS**

2680 TPA—3680(1000) NOTAM FILE MMV

**RWY 13-31:** 1840X30 (DIRT)

**AIRPORT REMARKS:** Unattended. Rwy 13-31 sfc rough, loose rocks, soft when wet, subject to washouts. Owner advises ctc with State Department of Aviation 503-378-4880 prior to use. Remote airport, no ground access. Arpt in canyon, surrounded by high terrain.

**COMMUNICATIONS:** CTAF 122.9

**PACIFIC CITY STATE** (PFC) 1 S UTC-8(-7DT) N45°11.99' W123°57.74'

**SEATTLE**

5 TPA—1005(1000) NOTAM FILE MMV

**RWY 14-32:** H1875X30 (ASPH) S-7

RWY 14: Thd dispclcd 300'. P-line. RWY 32: Trees.

**AIRPORT REMARKS:** Unattended. Rwy may be under water during winter high tides. Occasional driftwood on rwy due to flooding. Owner advises ctc with Department of Aviation 503-378-4880 prior to use. Ramp in poor condition.

Rwy 14-32 NSTD basic markings, markings NSTD size/placement and rwy edge markings.

**COMMUNICATIONS:** CTAF 122.9

**PAISLEY** (22S) 3 NW UTC-8(-7DT) N42°43.08' W120°33.77'

**KLAMATH FALLS**

L-11A

4395 B TPA—5395(1000) NOTAM FILE MMV

**RWY 13-31:** H4300X60 (ASPH) LIRL

**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.

**LAKEVIEW (H) VORTACW** 112.0 LKV Chan 57 N42°29.57' W120°30.43' 331° 13.7 NM to fld. 7460/19E.  
HIWAS.

**PENDLETON** N45°41.91' W118°56.32' NOTAM FILE PDT.

**SEATTLE**

H-1B, L-13A

(H) **VORTACW** 114.7 PDT Chan 94 073° 4.1 NM to Eastern Oregon Rgnl at Pendleton.

1559/20E. HIWAS.

**RCO** 122.2 (MC MINNVILLE RADIO)

**PENDLETON****EASTERN OREGON RGNL AT PENDLETON** (PDT) 3 NW UTC-8(-7DT) N45°41.70' W118°50.49'

SEATTLE

1497 B S4 FUEL 100LL, JET A1+, MOGAS Class I, ARFF Index A NOTAM FILE PDT

H-1B, L-13A

RWY 07-25: H6301X150 (ASPH-PFC) S-115, D-132, ST-167, DT-210 HIRL

IAP, AD

RWY 07: ODALS. VASI(V4R)—GA 3.0° TCH 47'. Ground.

RWY 25: MALSR. PAPI(V4L)—GA 3.0° TCH 55'.

RWY 11-29: H5581X100 (ASPH-GRV) S-70, D-120, ST-152,

DT-122 MIRL

RWY 11: REIL. PAPI(V4L)—GA 3.0° TCH 47'. Ground.

RWY 29: REIL. PAPI(V4L)—GA 3.0° TCH 35'. Thld displicd 456'.

RWY 16-34: H4341X60 (ASPH) S-20 0.8% up SE

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 11: TORA-5581 TODA-5581 ASDA-5581 LDA-5581

RWY 29: TORA-5581 TODA-5581 ASDA-5581 LDA-5125

**AIRPORT REMARKS:** Attended 1400-0400Z‡. Services available from

FBO between 0400-1400Z‡ by phone call 541-276-3313/3373.

Self fuel avbl 24 hrs. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR 24 hrs call

541-276-4411. Deer on and invov apt Apr and Aug especially

mornings and evenings. Twy B clsd south of Twy A. Pilots shall

exercise extreme caution at intersection of ramp and Rwy 29

north end of terminal building area obstructed from view of tower by terminal building. ACTIVATE MALSR Rwy 25, ODALS Rwy 07,

HIRL Rwy 07-25, MIRL Rwy 11-29, REIL Rwy 11 and Rwy 29, when twr clsd—CTAF. Rwy 25 touchdown runway visual range avbl.

**WEATHER DATA SOURCES:** ASOS 118.325 (541) 278-2329. HIWAS 114.7 PDT.**COMMUNICATIONS:** CTAF 119.7 UNICOM 122.95

PENDLETON RCO 122.2 (MC MINNVILLE RADIO)

(R) CHINOOK APP/DEP CON 133.15 (1400-0600Z‡).

(R) SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z‡)

PENDLETON TOWER 119.7 (1400-0400Z‡). GND CON 121.9

**AIRSPACE:** CLASS D svc 1400-0400Z‡ other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDT.

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91' W118°56.32' 073° 4.1 NM to fid. 1559/20E.

HIWAS.

FORIS NDB (HW/LM) 230 PD N45°41.73' W118°43.83' 250° 4.7 NM to fid. Unmonitored. NDB.

SHUTDOWN.

ILS 110.3 I-PDT Rwy 25. Class IE. LOM FORIS NDB. NDB SHUTDOWN. LOC and GS unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at tower.**PINEHURST STATE** (24S) 1 SW UTC-8(-7DT) N42°06.61' W122°22.99'

KLAMATH FALLS

3638 TPA-4638(1000) NOTAM FILE MMV Not insp.

RWY 04-22: H2800X30 (ASPH)

RWY 04: Trees. RWY 22: Trees.

**AIRPORT REMARKS:** Unattended. Irregular winter maintenance. Arpt may be clsd by snow. Rwy 04-22 70' trees along both sides of rwy 125' from centerline. Rwy 22 slopes up to the SW, with abrupt 4% rise on SW half of rwy.

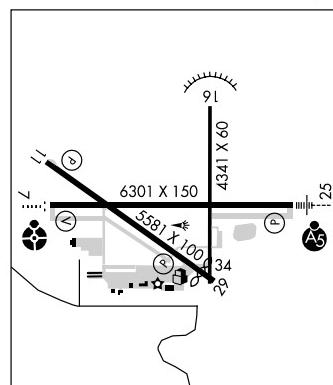
Owner advises contact Oregon Dept. of Aviation 503-378-4880 prior to use.

**COMMUNICATIONS:** CTAF 122.9**PORLTAND** N45°41.92' W122°55.52'

SEATTLE

RCO 122.6 (MC MINNVILLE RADIO)

L-1C



**PORTLAND****PORLTAND DOWNTOWN HELIOPORT**

(61J) 00 N UTC-8(-7DT) N45°31.52' W122°40.26'

SEATTLE

78 B NOTAM FILE MMV

HELIOPAD H1: H80X80 (CONC) S-25

**HELIPORT REMARKS:** Unattended. Parking fee if more than 30 minutes. +199' radio twr (lgt) 4950' E of heliport in flight apch and tkf 025°. Heliopad H1 yellow perimeter lghts, blue centerline twy lghts to helipads. Heliopad H1 single heliport with 4 flight apchs 162°/220°/248°/295° and tkf directions 342°/040°/068°/115°. Arrow lghts for flight apch 220°/248°/295° and tkf 040°/068°/115°. Landing fee.

**COMMUNICATIONS:** CTAF/UNICOM 123.075**PORTLAND-HILLSBORO**

(HIO) 15 SW UTC-8(-7DT) N45°32.44' W122°57.01'

SEATTLE

208 B S4 FUEL 100LL, JET A OX 1, 2, 4 TPA—1208 (1000) LRA NOTAM FILE HIO

H-1B, L-1C

RWY 12-30: H6600X150 (ASPH) S-50, D-70, ST-89, DT-110 HIRL

IAP, AD

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Trees. Rgt tfc.

RWY 02-20: H4050X100 (ASPH) S-45, D-58, DT-90 MIRL

RWY 02: VASI(V4L)—GA 3.0° TCH 50'. Tree. Rgt tfc.

RWY 20: VASI(V4L)—GA 3.0° TCH 50'. Thld dspclcd 172'. Fence.

**LAND AND HOLD SHORT OPERATIONS**

LANDING HOLD SHORT POINT DIST AVBL

RWY 12 02-20 5013

**AIRPORT REMARKS:** Attended 1400–0600Z‡. Rwy 02-20 CLOSED to touch and go landings between 0600–1400Z‡. Be alert for bird activity in vicinity Nov to May. Noise abatement procedures in effect call 503-693-1963 or 503-460-4068. Rwy 12 touchdown rwy visual range avbl. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. When twr clsd ACTIVATE MALSR Rwy 12—CTAF. Flight Notification Service (ADCUS) avbl, 2 hour advance notice required Mon–Sat 0100–1400Z‡ and 24 hrs Sun and holidays. Ldg fee.

**WEATHER DATA SOURCES:** ASOS (503) 640-2984.**COMMUNICATIONS:** CTAF 119.3 ATIS 127.65. UNICOM 122.95

(R) APP/DEE CON 126.0

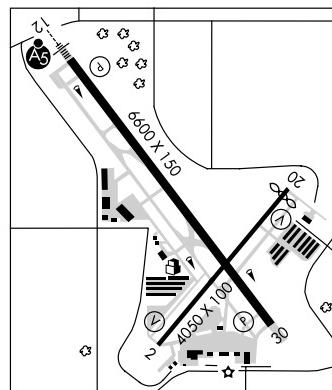
HILLSBORO TOWER 119.3 (1400–0600Z‡). GND CON 121.7

AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.NEWBERG (H) VOR/W/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69' 345° 11.3 NM to fld.  
1440/21E. HIWAS.

BANKS NDB (MHW) 356 PND N45°37.82' W123°02.75' 122° 6.7 NM to fld. NOTAM FILE HIO.

ILS 110.7 I-HIO Rwy 12. Class IE. ILS unmonitored when ATCT closed. Localizer unusable by 27° each side of course.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

**PORLTND INTL** (PDX)(KPDX) CIV/MIL/AFRC/ANG 4 NE UTC -8(-7DT) N45°35.31' W122°35.85' SEATTLE  
 30 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E NOTAM FILE PDX H-1B, L-1C  
**RWY 10R-28L:** H11000X150 (ASPH-GRVD) S-200, D-200, ST-175, DT-360 IAP, DIAP, AD  
 PCN 63 F/A/X/T HIRL CL

**RWY 10R:** ALSF2, TDZL, PAPI(P4R)—GA 3.0° TCH 71'. Rgt tfc.

**RWY 28L:** MALSR, VASI(V4L)—GA 3.0° TCH 60'.

**RWY 10L-28R:** H8000X150 (ASPH-GRVD) S-200, D-200, ST-175, DT-400 PCN 63 F/A/X/T HIRL CL

**RWY 10L:** MALSR, PAPI(P4L)—GA 3.0° TCH 60'.

**RWY 28R:** MALSR, PAPI(P4R)—GA 3.0° TCH 65'. Road. Rgt tfc.

**RWY 03-21:** H6320X150 (ASPH-GRVD) S-124, D-170, ST-175, DT-310 PCN 34 F/A/X/T MIRL

**RWY 03:** REIL, PAPI(P4L)—GA 3.3° TCH 60'.

**RWY 21:** REIL, PAPI(P4R)—GA 3.6° TCH 32'. Road.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 03:** TORA-6320 TODA-6320 ASDA-6320 LDA-6320

**RWY 21:** TORA-6320 TODA-6320 ASDA-6320 LDA-6320

**RWY 10L:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000

**RWY 28R:** TORA-8000 TODA-8000 ASDA-8000 LDA-8000

**RWY 10R:** TORA-11000 TODA-11000 ASDA-11000 LDA-11000

**RWY 28L:** TORA-11000 TODA-11000 ASDA-11000 LDA-11000

#### ARRESTING GEAR/SYSTEM

**RWY 10R BAK-14 BAK-12A(B) (1625')** BAK-14 BAK-12A(B) (2000')

**RWY 28L**

**MILITARY SERVICE:** A-GEAR BAK-12A(B) Rwy 10R and 28L cable raised by BAK-14 device on request to twr. Not inspected for opr capability weekend or holiday. JASU (AM32A-60) 4(A/M32A-86) (MC-11) 1(MA-1A)

FUEL A, J8(Mil) (NC-100LL, Jet A) A (Air BP—Flightcraft Inc., C603-331-4220.) FLUID LHXR8

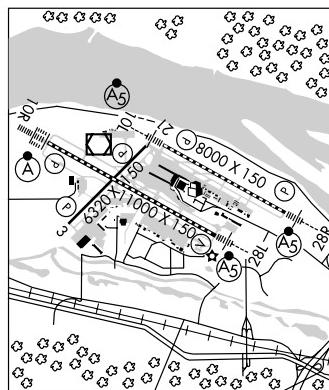
OIL 0-128-133-148(Mil)

**AIRPORT REMARKS:** Attended continuously. Arpt CLOSED to non-powered acft except in emergencies. Migratory and wintering flocks of large waterfowl on and in vicinity of arpt. Heavy seagull activity Sep-Apr, expect high number of birds year around; check local advisories. Rwy 28R perimeter road at 200' from rwy thld and 408' right from rwy extended centerline. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Uncontrolled tfc at Pearson Field Vancouver WA, 3 NM W of Rwy 10L thld on extended centerline. Rwy 21 cld to Height Group IV acft with cockpit to wheel height greater than 22'. Rwy 28R road in levee 480' right. Rwy 28R 19' levee located approximately parallel to rwy centerline extended at 200' from thld. Dike located approximately 408' from my centerline extended. Noise abatement procedures in effect call noise office, 503-460-4100. Rwy 28L arrivals are noise sensitive, expect apch to Rwy 28R with transition to Rwy 28L. Touchdown, midpoint and rollout rwy visual range avbl Rwy 10R-28L and Rwy 10L-28R. Twy T between the North Ramp and the General Aviation Ramp cld to through tfc. Twy A3 between Twy A and the general aviation ramp cld to acft with wingspan greater than 95'. Acft with wingspan between 79' and 95', must be towed. Twy F between Rwy 10R-28L and Twy C cld to acft over 65,000 pounds. Twy F cld to non part 139 acft with wingspan greater than 194'. Twy F cld to part 139 acft with wingspan greater than 108'. At the west end arm/dearn area on Twy C no acft of any type may taxi past the arm/dearn area while it is being used. Acft authorized to utilize the northwest ramp or the north ramp will be towed to/from these ramps. Area of Twy T between M and E3 not visible from tower. Twy T between exits B5 and B6 cld to acft with wingspan of 118' and greater. Twy J cld to acft with a wingspan greater than 171'. Acft with wingspan between 125' and 171' on Twy J must be under positive guidance by either towing or wingwalker. Twy V cld to acft with wingspan greater than 125'. Acft between 118' and 125' wingspan must be towed. Acft with wingspan greater than 91' prohibited from turning westbound onto Twy A from Twy V unless under tow. 180° turns by acft weighing in excess of 12,500 lbs prohibited on all rwy's and taxiways. Rwy 10L and Rwy 28R MALSR OTS indef. Flight Notification Service (ADCUS) available.

**MILITARY REMARKS: ANG** See FLIP AP/1 for Supplementary Arpt Information. Hazardous bird conditions exist. Phase I May-Oct, Phase II Nov-Apr. Current bird watch conditions are not reported on ATIS. PPR/Official Business Only. Base ops opr 1500-2300Z daily exc holiday, DSN 638-4390, C503-335-4390. Ctc Base OPS 15 min prior to ldg and after dep on 280.5 288.9. Tran quarters not avbl.

**WEATHER DATA SOURCES:** ASOS (C503) 284-6771. WSP.

**CONTINUED ON NEXT PAGE**



## CONTINUED FROM PRECEDING PAGE

**COMMUNICATIONS:** D-ATIS 128.35 269.9 503 493-7557.

**UNICOM** 122.95

(R) APP CON 124.35 299.2 (280°-099°) 118.1 (100°-279°) 284.6 (100°-279°)  
TOWER 118.7 257.8 (Rwy 10L-28R) 123.775 251.125 (Rwy 03-21 and Rwy 10R-28L)

GND CON 121.9 132.275 348.6 CLNC DEL 120.125 318.1

(R) DEP CON 124.35 299.2 (280°-099°) 118.1 284.6 (100°-279°) 127.85 290.3  
939 ARW COMPO POST 381.0 (LOGGER Con 311.0)

ANG BASE OPS 280.5 (Portland Guard OPS) 288.9 (Guard Comd Post)

**AIRSPACE:** CLASS C svc ctc APP CON

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87' W122°35.49' 161° 9.6 NM to fld.  
253/21E.

(L) VORW/DME 111.8 PDX Chan 55 N45°35.62' W122°36.38' at fld. 23/20E.

VOR/DME unusable:

001°-024° 351°-001° byd 20 NM blo 5,500'

025°-039° byd 30 NM 351°-001° byd 34 NM blo 6,500'

131°-230°

322°-351°

COLUMBIA (H) TACAN CBU (109.2) Chan 29 N45°35.32 W122°36.68' at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46' W122°27.74' 277° 6.4 NM to fld.

ILS 111.3 I-VDG Chan 50 Rwy 10L. Class IE.

ILS 110.5 I-PDX Chan 42 Rwy 10R. Class IIIE.

ILS 111.3 I-IAP Rwy 28R DME also serves Rwy 10L.

ILS/DME 108.9 I-GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course

ILS 110.5 I-JMJ Chan 42 Rwy 28L. Class IT. Coupled apchs not authorized blo 420' due to GS reversal 0.9 NM fm Rwy 28L thld.

**PORTLAND-MULINO (4S9) 20 S UTC-8(-7DT) N45°12.98' W122°35.41'**

SEATTLE  
L-1B

260 B S8 NOTAM FILE MMV

**RWY 14-32:** H3425X100 (ASPH) MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 43'. Fence. Rgt. Rtg tfc.

RWY 32: PAPI(P2L)—GA 3.0° TCH 33'.

**AIRPORT REMARKS:** Unattended. Be alert for weekend glider activity.

Birds on and invof arpt. Rwy 14 designated calm wind rwy.

ACTIVATE MIRL Rwy 14-32, twy lghts, and windcone—CTAF. PAPI Rwy 14 and Rwy 32 operate 24 hrs.

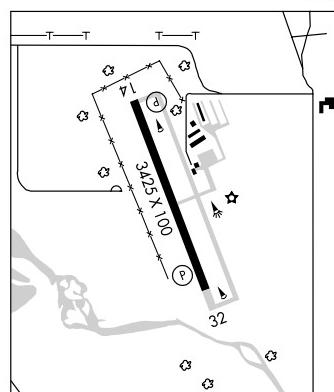
**COMMUNICATIONS:** CTAF/UNICOM 123.05

**PORTLAND CLNC DEL** 119.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 095° 18.4 NM to fld. 1440/21E. HIWAS.



## CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: D-ATIS 128.35 269.9 503 493-7557.

UNICOM 122.95

(R) APP CON 124.35 299.2 (280°-099°) 118.1 (100°-279°) 284.6 (100°-279°)  
TOWER 118.7 257.8 (Rwy 10L-28R) 123.775 251.125 (Rwy 03-21 and Rwy 10R-28L)

GND CON 121.9 132.275 348.6 CLNC DEL 120.125 318.1

(R) DEP CON 124.35 299.2 (280°-099°) 118.1 284.6 (100°-279°) 127.85 290.3  
939 ARW COMPO POST 381.0 (LOGGER Con 311.0)

ANG BASE OPS 280.5 (Portland Guard OPS) 288.9 (Guard Comd Post)

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87' W122°35.49' 161° 9.6 NM to fld.  
253/21E.

(L) VORW/DME 111.8 PDX Chan 55 N45°35.62' W122°36.38' at fld. 23/20E.

VOR/DME unusable:

001°-024°

351°-001° byd 20 NM blo 5,500'

025°-039° byd 30 NM

351°-001° byd 34 NM blo 6,500'

131°-230°

322°-351°

COLUMBIA (H) TACAN CBU (109.2) Chan 29 N45°35.32 W122°36.68' at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46' W122°27.74' 277° 6.4 NM to fld.

ILS 111.3 I-VDG Chan 50 Rwy 10L. Class IE.

ILS 110.5 I-PDX Chan 42 Rwy 10R. Class IIIE.

ILS 111.3 I-IAP Rwy 28R DME also serves Rwy 10L.

ILS/DME 108.9 I-GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course

ILS 110.5 I-JMJ Chan 42 Rwy 28L. Class IT. Coupled apchs not authorized blo 420' due to GS reversal 0.9 NM fm Rwy 28L thld.

**PORTLAND-MULINO** (4S9) 20 S UTC-8(-7DT) N45°12.98' W122°35.41'

SEATTLE

L-1B

260 B S8 NOTAM FILE MMV

RWY 14-32: H3425X100 (ASPH) MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 43'. Fence. Rgt. Rtg tfc.

RWY 32: PAPI(P2L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended. Be alert for weekend glider activity.

Birds on and invof arpt. Rwy 14 designated calm wind rwy.

ACTIVATE MIRL Rwy 14-32, twy lghts, and windcone—CTAF. PAPI

Rwy 14 and Rwy 32 operate 24 hrs.

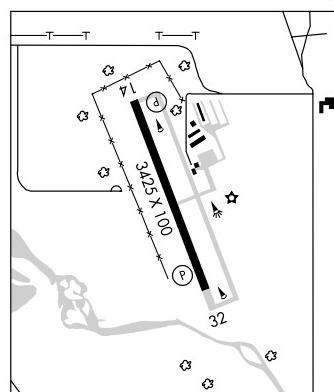
COMMUNICATIONS: CTAF/UNICOM 123.05

PORTLAND CLNC DEL 119.95

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 095° 18.4 NM to fld. 1440/21E. HIWAS.



**PORLAND-TROUTDALE** (TTD) 10 E UTC-8(-7DT) N45°32.96' W122°24.08'

39 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE TTD

RWY 07-25: H5399X150 (ASPH) S-19, D-25 MIRL

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 50'. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 47'. Trees.

**AIRPORT REMARKS:** Attended 1500-0600Z+. CAUTION: Migratory flocks of waterfowl on and invof arpt. Portland Int'l arpt (PDX) Rwy 10L-28R extended centerline crosses arpt, ATCT may issue restrictions due to PDX tfc. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 25 PAPI is baffled 08° left and right of centerline. ACTIVATE MIRL Rwy 07-25—CTAF. Rwy 07 VASI and PAPI Rwy 25 opr continuously.

**WEATHER DATA SOURCES:** ASOS 135.625 (503) 492-2887.

**COMMUNICATIONS:** CTAF 120.9 ATIS 135.625 (503) 492-7634

UNICOM 122.95

(R) PORTLAND APP CON 124.35 (280°-099°) 118.1 (100°-279°)

(R) PORTLAND DEP CON 124.35

TROUTDALE TOWER 120.9 (1500-0600Z+) GND CON 121.8

**AIRSPACE:** CLASS D svc 1500-0600Z+ other times CLASS G.

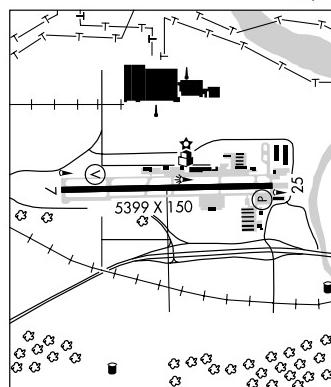
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87'

W122°35.49' 125° 14.4 NM to fld. 253/21E.

LAKER NDB (MHW) 332 LBH N45°32.46' W122°27.74' 059° 2.6 NM to fld.

**COMM/NAV/WEATHER REMARKS:** Freq 121.5 not avbl at tower.



**POWERS** (S6S) 1 SE UTC-8(-7DT) N42°52.17' W124°03.56'

326 TPA—1326(1000) NOTAM FILE MMV

KLAMATH FALLS

RWY 13-31: 2500X60 (TURF)

RWY 13: Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Unattended. Arpt in valley surrounded by high terrain. Livestock and wildlife on and invof arpt.

**COMMUNICATIONS:** CTAF 122.9

**PRINEVILLE** (S39) 3 SW UTC-8(-7DT) N44°17.22' W120°54.23'

3250 B S4 FUEL 100LL, JET A NOTAM FILE MMV

KLAMATH FALLS

RWY 10-28: H5000X60 (ASPH) S-30 MIRL

H-1B, L-13A

RWY 10: Trees. RWY 28: VASI(V2L)—GA 3.0° TCH 34'.

IAP

RWY 15-33: H4031X40 (ASPH) S-5 LIRL

RWY 33: Trees.

**AIRPORT REMARKS:** Attended Oct-Apr 1500-0100Z+, May-Sep

1500-0200Z+. 24 hr card lock self-svc fuel avbl. Deer on and invof arpt. Rwy 15-33 limited by arpt operator to 5000 lbs max weight. ACTIVATE MIRL Rwy 10-28, VASI Rwy 28, and LIRL Rwy 15-33—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

SEATTLE CENTER APP/DEP CON 128.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDM.

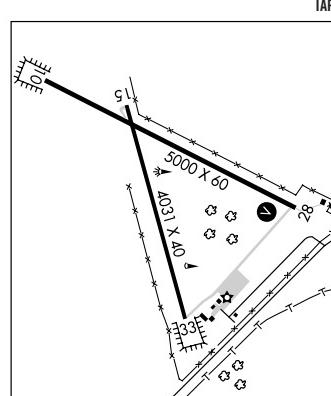
DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17'

W121°18.21' 065° 17.4 NM to fld. 4101/18E. HIWAS.

BODEY NDB (HW/LOM) 411 RD N44°18.48'

W121°01.14' 086° 5.1 NM to fld. NDB unusable 091°-111°

byd 25 NM blo 14,000'.



**PROSPECT STATE** (64S) 1 S UTC-8(-7DT) N42°44.59' W122°29.29'

2578 B TPA—3578(1000) NOTAM FILE MMV

**RWY 02-20:** H4000X50 (ASPH) LIRL

RWY 02: Trees. RWY 20: Trees.

**AIRPORT REMARKS:** Unattended. Irregular winter maintenance, arpt may be cld by snow. 80'-100' trees within 200' of rwy centerline both sides of rwy. Turf tie down area rough.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MFR.

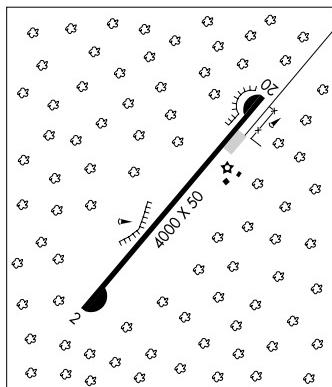
**ROGUE VALLEY (H) VORTACW** 113.6 OED Chan 83 N42°28.77'

W122°54.78' 031° 24.6 NM to fld.

2083/19E. HIWAS.

KLAMATH FALLS

L-2J



**PUMIE** N42°27.06' W122°54.80'. NOTAM FILE MFR.

KLAMATH FALLS

**NDB (LOM)** 373 MF 140° 4.9 NM to Rogue Valley Intl.

LOM unusable 260°–270° beyond 10NM all altitudes.

**REDMOND** N44°15.25' W121°09.15'

KLAMATH FALLS

**RCO** 122.5 (MC MINNVILLE RADIO)

L-13A

## REDMOND

**ROBERTS FLD** (RDM) 1 SE UTC-8(-7DT) N44°15.24' W121°09.00'

KLAMATH FALLS

H-1B, L-13A

3080 B S4 FUEL 100LL, JET A Class I, ARFF Index B NOTAM FILE RDM

IAP, AD

**RWY 04-22:** H7038X150 (ASPH-GRVD) S-68, D-110, ST-140, DT-200 HIRL 0.3% up SW

RWY 04: REIL, VASI(V4L)—GA 3.0° TCH 50'.

RWY 22: MALSR, PAPI(P4L)—GA 3.0° TCH 43'.

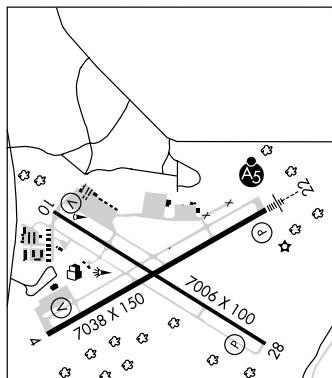
**RWY 10-28:** H7006X100 (ASPH-GRVD) S-28, D-40

MIRL 0.5% up SE

RWY 10: REIL, VASI(V4L)—GA 3.0° TCH 50'.

RWY 28: REIL, PAPI(P4L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended 1330Z-dusk. For fuel after hrs call 541-410-2938 or 541-480-0014. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call airport manager 541-548-0646 extension 3496. Acft in excess of SW 28 or DW 40 prohibited from landing or takeoff Rwy 10-28 except with PPR from airport manager when Rwy 04-22 is unavbl. Occasional wildlife on and in vicinity of arpt. Taxiway G restricted to acft 26,000 lbs or less. Taxiway B not avbl for use by air carrier acft with more than 30 passenger seats. Terminal apron not avbl for general aviation acft. Helpad H1 private use only. When twr clsd ACTIVATE HIRL Rwy 04-22, MIRL Rwy 10-28, MALSR Rwy 22, REIL Rwy 04, Rwy 10 and Rwy 28 and twy lghts—CTAF.



**WEATHER DATA SOURCES:** ASOS 119.025 (541) 504-8743.

**COMMUNICATIONS:** CTAF 124.5

ATIS 119.025 (541) 548-1742 UNICOM 122.95

**REDMOND RCO** 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 128.15

TOWER 124.5 (1400-0400Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1400-0400Z† other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDM.

**DESCHUTES (H) VORTACW** 117.6 DSD Chan 123 N44°15.17' W121°18.21' 071° 6.6 NM to fld. 4101/18E.

HIWAS.

**BODEY NDB (HW/LOM)** 411 RD N44°18.48' W121°01.14' 222° 6.5 NM to fld.

ILS 109.1 I-RDM Rwy 22. Class IE. LOM BODEY NDB

**COMM/NAV/WEATHER REMARKS:** ATC radar svc provided within 40 NM radius by Seattle Center to transponder equipped acft only. RDM ATCT does not provide ATC radar svc.

**ROBERTS FLD** (See REDMOND)**ROGUE VALLEY INTL-MEDFORD** (See MEDFORD)

**ROME** N42°35.43' W117°52.09' NOTAM FILE REO.  
 (H) VORTACW 112.5 REO Chan 72 at Rome State. 4050/19E.  
 RCO 122.65 (BOISE RADIO)

KLAMATH FALLS  
H-3C, L-11B

**ROME STATE** (REO) 20 SW UTC-8(-7DT) N42°34.66' W117°53.13'  
 4053 TPA—5053(1000) NOTAM FILE REO

KLAMATH FALLS

**RWY 03-21:** 6000X150 (GRVL)

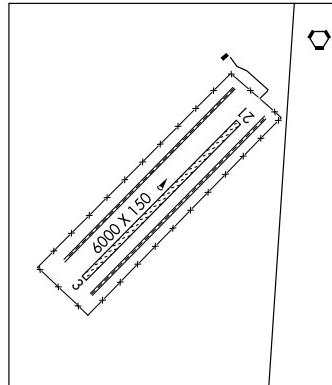
**AIRPORT REMARKS:** Unattended. Sage growing in primary sfc. Rwy 03-21 sagebrush growing on west portion of rwy. Rwy 03-21 limited by apt operator to 8000 pounds single wheel gear.

**COMMUNICATIONS:** CTAF 122.9

RCO 122.65 (BOISE RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE REO.

(H) VORTACW 112.5 REO Chan 72 N42°35.43'  
 W117°52.09' at fld. 4050/19E.

**ROSEBURG****GEORGE FELT** (5S1) 3 W UTC-8(-7DT) N43°13.49' W123°23.82'

KLAMATH FALLS

428 NOTAM FILE MMV

**RWY 10-28:** 2300X100 (TURF)

**RWY 10:** Trees. **RWY 28:** Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. Deer frequently on rwy. Migratory flocks of waterfowl on and in vicinity of apt. Soft earth off rwy and taxiway when wet. For noise abatement fly to river before turning. Monitor Roseburg Rgnl CTAF/UNICOM for conflicting acft.

**COMMUNICATIONS:** CTAF 122.9

**ROSEBURG RGNL** (RBG) 1 NW UTC-8(-7DT) N43°14.33' W123°21.35'

KLAMATH FALLS

529 B S4 FUEL 100LL, JETA OX 1 NOTAM FILE RBG

L-1A

**RWY 16-34:** H4602X100 (ASPH) S-42, D-54, DT-88 MIRL 0.6% up NW

IAP

**RWY 16:** REIL. Thld displicd 700'. Pole.

**RWY 34:** REIL. VASI(V2L)—GA 3.0° TCH 53'. Thld displicd 371'. Tree.

**AIRPORT REMARKS:** Attended May-Sep 1600-0300Z#, Oct-Apr

1600-0100Z#. Migratory flocks of waterfowl on and in vicinity of apt. CAUTION advised. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34—CTAF. Rwy 34 VASI opr continuously.

**WEATHER DATA SOURCES:** ASOS 135.475 (541) 673-1483.

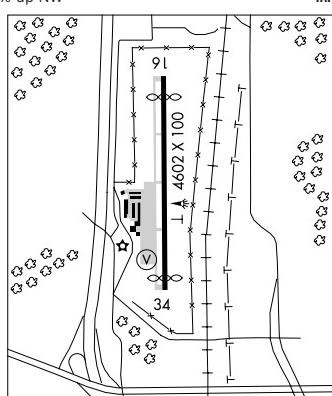
**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.55 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 121.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RBG.

(L) VORW/DME 108.2 RBG Chan 19 N43°10.95'  
 W123°21.14' 337° 3.4 NM to fld. 1320/20E.



<b>ROSEBURG</b>	N43°10.95' W123°21.14'	NOTAM FILE RBG.	<b>KLAMATH FALLS</b>
(L) VOR/DME	108.2 RBG Chan 19	337° 3.4 NM to Roseburg Rgnl. 1320/20E.	H-1A, L-1A
VOR unusable:		DME unusable:	
070°–130° beyond 20 NM below 8000'		070°–130° beyond 20 NM below 8000'	
130°–150° beyond 20 NM below 7000'		130°–190° beyond 30 NM below 7000'	
240°–290° beyond 25 NM below 5000'		240°–320° beyond 25 NM below 5000'	
<b>RCO</b> 122.55 (MC MINNVILLE RADIO)			
<b>SALEM</b>	N44°55.14' W123°00.54'		<b>SEATTLE</b>
<b>RCO</b> 122.6 (Mc MINNVILLE RADIO)			L-1B

**SALEM**

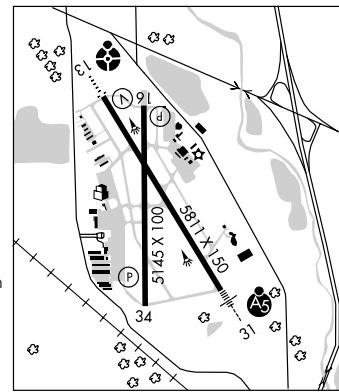
**McNARY FLD** (SLE) 2 SE UTC–8(–7DT) N44°54.57' W123°00.15'  
 214 B S4 FUEL 100LL, JET A OX 1, 3 Class IV, ARFF Index A NOTAM FILE SLE  
**RWY 13–31:** H5811X150 (ASPH–GRVD) S–100, D–122, ST–154, DT–185 HIRL 0.3% up SE  
**RWY 13:** ODALS. REIL. VASI(V4L)—GA 3.0° TCH 51'. Road.  
**RWY 31:** MALSR. Tree.

**RWY 16–34:** H5145X100 (ASPH–GRVD) S–30, D–60, DT–100  
 MIRL 0.3% up S  
**RWY 16:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.  
**RWY 34:** REIL. PAPI(P4L)—GA 4.0° TCH 44'. Tree.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	16–34	3150
RWY 34	13–31	3050

**AIRPORT REMARKS:** Attended 1530Z±dusk. Self fueling (100LL only) avbl 24 hrs a day. Jet A avbl after normal business hrs with advanced notice at 503–508–4178 or 503–364–0111. **CAUTION:** Rising terrain west of arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager on 503–588–6314. PPR required for parking acft on general aviation ramp over 99,000 lbs call airport manager 503–588–6314. Bird hazard: Heavy concentration waterfowl adj to arpt and approaches to all rwy. Twy A from Twy L to L9 not visible from ATCT. Flocks of geese concentrated transiting CLASS D airspace at TPA Oct–May. Noise abatement procedures in effect. When twr clsd ACTIVATE HIRL Rwy 13–31, MIRL Rwy 16–34, REILS Rwy 13, Rwy 16 and Rwy 34, MALSR Rwy 31 and ODALS Rwy 13—CTAF.



WEATHER DATA SOURCES: ASOS (503) 371–1062.

COMMUNICATIONS: CTAF 119.1 ATIS 124.55 UNICOM 122.95

SALEM RCO 122.6 (MC MINNVILLE RADIO)

(R) SEATTLE CENTER APP/DEP CON 125.8

SALEM TOWER 119.1 (1500–0500Z) GND CON 121.9

AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VOR/WDM 117.4 UBG Chan 121 N45°21.19' W122°58.69' 161° 26.6 NM to fld.  
 1440/21E. HIWAS.

TURNO NDB (LOM) 266 SL N44°50.85' W122°57.06' 330° 4.3 NM to fld. LOM unmonitored when twr clsd.  
 ILS/DME 110.3 I-SLE Chan 40 Rwy 31. LOM TURNO NDB. ILS and LOM unmonitored when tower closed. Localizer back course unusable beyond 16 NM below 2,400'.

**SANDY**

**COUNTRY SQUIRE AIRPARK** (S48) 3 S UTC–8(–7DT) N45°21.27' W122°16.08' **SEATTLE**  
 1175 NOTAM FILE MMV **L-1B**

**RWY 07–25:** H3095X32 (ASPH) S–7  
**RWY 07:** Trees. **RWY 25:** Trees.

**AIRPORT REMARKS:** Attended irregularly. **CAUTION:** Watch for deer on and in vicinity of arpt. Sink hole located 75' N of the AER 25. Rwy 07–25 loose gravel on surface, grass growing in cracks. Ldg fee. Overnight tiedown fee and landing fee for non based acft.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87' W122°35.49' 129° 27.3 NM to fld.  
 253/21E.

**SANDY RIVER** (03S) 1 NE UTC-8(-7DT) N45°24.11' W122°13.72'

SEATTLE

704 S3 FUEL 100LL TPA—See Remarks NOTAM FILE MMV

**RWY 08-26:** 2115X100 (TURF)

**RWY 08:** Trees. **RWY 26:** Tree.

**AIRPORT REMARKS:** Attended sunrise-sunset. Extensive ultralight activity on and in vicinity of arpt. Ultralight operations use right traffic and TPA—1304(600), do not land on turf adjacent to rwy. Rwy 08-26 not marked.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**SANTIAM JUNCTION STATE** (8S3) 0 S UTC-8(-7DT) N44°26.07' W121°56.54'

KLAMATH FALLS

3780 TPA—4780(1000) NOTAM FILE MMV

**RWY 06-24:** 2800X150 (GRVL)

**RWY 06:** Trees. **RWY 24:** Trees.

**AIRPORT REMARKS:** Unattended. CLOSED Winters. Owner advises ctc with Department of Aviation 503-378-4880 prior to use. Land to east tkf to west. Arpt surrounded by trees and high terrain. Rwy 06-24 marked with white tires at corners. State Highway Maintenance Station nearby.

**COMMUNICATIONS:** CTAF 122.9

**SCAPPOOSE INDUSTRIAL AIRPARK** (SPB) 1 NE UTC-8(-7DT) N45°46.26' W122°51.71'

SEATTLE

H-1B,L-1C

IAP

58 B S4 FUEL 100LL, JET A NOTAM FILE SPB

**RWY 15-33:** H5100X100 (ASPH-RFSC) S-30, D-50, DT-90 MIRL 0.5% up NW

**RWY 15:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

**RWY 33:** PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

**AIRPORT REMARKS:** Attended 1600Z±-dusk. Extensive ultralight activity on west side parallel twy. PAPI Rwy 15 OTS indef. PAPI Rwy 33 OTS indef.

**WEATHER DATA SOURCES:** ASOS 135.875 (503) 543-6401.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

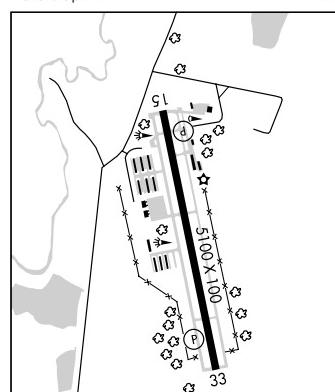
(R) PORTLAND APP CON 124.35 (R) PORTLAND DEP CON 133.0

CLNC DEL 121.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87'  
W122°35.49' 256° 11.4 NM to fld. 253/21E.

ILS/DME 111.1 I-FKO Chan 48 Rwy 15. LOC only. LOC unusable byd 20° west of course.



**SISTERS EAGLE AIR** (6K5) 1 N UTC-8(-7DT) N44°18.27' W121°32.35'

3168 NOTAM FILE MMV

**RWY 02-20:** H3550X30 (ASPH) S-4

RWY 02: Thld dspclcd 340' Tree. **RWY 20:** Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Rising terrain off departure end of Rwy 02. Check density altitude/acft performance prior to tkf. Avoid overflights of homes to northeast. Pilots may consider a departure climb over meadow approximately 45° to the left of the departure end of Rwy 02. Rwy 02-20 numbers and centerline smaller than std. Landing fee.

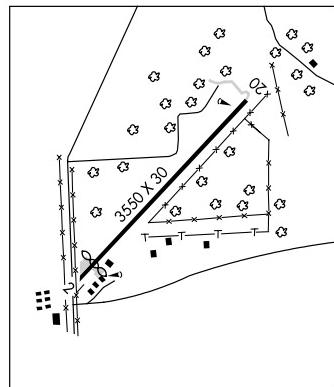
**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDM.

**DESCHUTES (H) VORTACW** 117.6 DSD Chan 123 N44°15.17' W121°18.21' 269° 10.6 NM to fld. 4101/18E. **HIWAS.**

KLAMATH FALLS

L-1B



**SKYPORT** (See CORNELIUS)

**SOUTHWEST OREGON RGNL** (See NORTH BEND)

**SPORTSMAN AIRPARK** (See NEWBERG)

**STARK'S TWIN OAKS AIRPARK** (See HILLSBORO)

**SUNRIVER** (S21) 1 W UTC-8(-7DT) N43°52.58' W121°27.18'

4164 B FUEL 100LL, JET A TPA—5164(1000) NOTAM FILE MMV

**RWY 18-36:** H5455X70 (ASPH) S-30 LIRL

RWY 18: VASI(V2L)—GA 3.5° TCH 22'. Thld dspclcd 988'. Tree. Rgt tfc. **RWY 36:** Trees.

**AIRPORT REMARKS:** Attended 23 May–15 Sep 1600–0130Z‡, 16

Sep–22 May 1630–0030‡. Flocks of waterfowl invof arpt. For fuel after hrs phone 541–593–1000. For noise abatement departing acft are urged to climb west of arpt prior to turning on course.

ACTIVATE LIRL Rwy 18–36 and VASI Rwy 18—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 128.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDM.

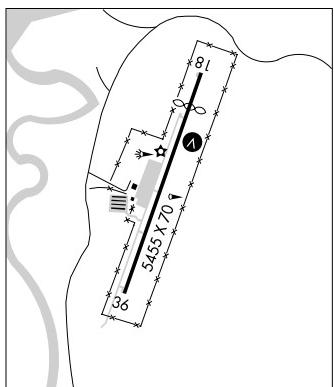
**DESCHUTES (H) VORTACW** 117.6 DSD Chan 123 N44°15.17'

W121°18.21' 178° 23.5 NM to fld. 4101/18E. **HIWAS.**

KLAMATH FALLS

H-1B, L-1A, 11A

IAP



**THE DALLES** N45°42.82' W121°06.06'

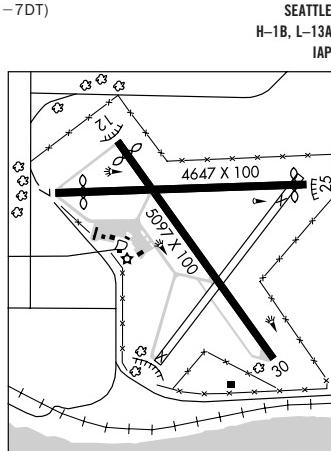
RCO 122.65 (SEATTLE RADIO)

SEATTLE

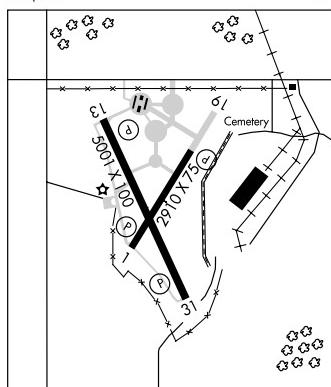
L-13A

**THE DALLES****COLUMBIA GORGE RGNL/THE DALLES MUNI** (DLS) 2 NE UTC-8(-7DT)

N45°37.11' W121°10.04'  
**247 B S4 FUEL** 100LL, JET A1 NOTAM FILE DLS  
**RWY 12-30:** H5097X100 (ASPH) S-30, D-30 MIRL 0.6% up SE  
**RWY 07-25:** H4647X100 (ASPH) S-30, D-30 MIRL 0.7% up E  
**RWY 07:** Thld dsplcd 440'. Trees. **RWY 25:** Thld dsplcd 196'.  
**AIRPORT REMARKS:** Attended 1600-0200Z‡. Waterfowl on and inovf apt. PPR for overweight ldgs. Mtns byd 5000' approach Rwy 30. Arpt physically located in state of Washington. ACTIVATE MIRL Rwy 12-30, Rwy 07-25 and REIL Rwy 30-CTAF.  
**WEATHER DATA SOURCES:** ASOS 135.175 (509) 767-1726.  
**COMMUNICATIONS:** CTAF/UNICOM 123.0  
**THE DALLES RCO** 122.65 (SEATTLE RADIO)  
**SEATTLE CENTER APP/DEP CON** 119.65  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DLS.  
**KLICKITAT (H) VOR/WDM** 112.3 LTJ Chan 70 N45°42.81' W121°06.05' 185° 6.4 NM to fld. 3220/21E. HIWAS.  
**ILS/DME** 109.35 I-DLS Chan 30(Y) Rwy 25. LOC unusable byd 33° right of course.

**TILLAMOOK** (TMK) 3 S UTC-8(-7DT) N45°25.10' W123°48.86'

**36 B FUEL** 100LL, JET A NOTAM FILE TMK  
**RWY 13-31:** H5001X100 (ASPH) S-60, D-75, DT-125 MIRL 0.4% up SE  
**RWY 13:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.  
**RWY 31:** PAPI(P2L)—GA 3.5° TCH 40'. Brush.  
**RWY 01-19:** H2910X75 (ASPH) S-40, D-46, DT-67 MIRL  
**RWY 01:** PAPI(P2L)—GA 4.0° TCH 45'. Fence.  
**RWY 19:** PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.  
**AIRPORT REMARKS:** Attended 1700-0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and inovf arpt. Occasional flocks of birds on or near arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 01-19—CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr continuously.  
**WEATHER DATA SOURCES:** AWOS-3 120.0 (503) 842-8792.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**SEATTLE APP/DEP CON** 124.2  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MMV.  
**NEWBERG (H) VOR/WDM** 117.4 UBG Chan 121 N45°21.19' W122°58.69' 256° 35.6 NM to fld. 1440/21E. HIWAS.

**TOKETEE STATE** (See CLEARWATER)

**TOLEDO STATE** (5S4) 1 SW UTC-8(-7DT) N44°36.06' W123°56.37'  
**7 TPA—1007(1000)** NOTAM FILE MMV  
**RWY 13-31:** H1750X40 (ASPH)  
**RWY 13:** Trees. **RWY 31:** Trees.  
**AIRPORT REMARKS:** Unattended. Numerous deer and waterfowl inovf of arpt. Owner advises contact with Department of Aviation 503-378-4880 prior to use. Trees in transition area. Rwy 13 has 120' trees near centerline, curve apch path from over water. Unpaved ramp and twy.  
**COMMUNICATIONS:** CTAF 122.9

**TURNO** N44°50.85' W122°57.06'. NOTAM FILE SLE.**NDB (LOM) 266 SL** 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.

SEATTLE

SEATTLE

**VALE**

**MILLER MEMORIAL AIRPARK** (S49) 1 SW UTC-7(-6DT) N43°57.83' W117°15.56' KLAMATH FALLS  
 2249 B NOTAM FILE MMV  
**RWY 18-36:** 3872X65 (GRVL) LIRL  
**RWY 18:** Thld dsplcd 880'. Road. **RWY 36:** Thld dsplcd 125'. Brush.  
**RWY 10-28:** 2100X40 (GRVL)  
**RWY 10:** Berm. **RWY 28:** Brush.  
**AIRPORT REMARKS:** Unattended. Rwy 36 has very rough gravel extension. Rwy 18-36 marked by rwy lghts atop yellow cones. Dsplcd thld marked with standard thld lghts each side. Dsplcd sections marked with red lghts atop yellow cones. ACTIVATE LIRL Rwy 18-36—CTAF.  
**COMMUNICATIONS:** CTAF 122.9

**VALLEY VIEW** (See ESTACADA)

**VANCOUVER** N45°41.92' W122°55.52' SEATTLE  
 RCO 122.35 (SEATTLE RADIO) L-1C

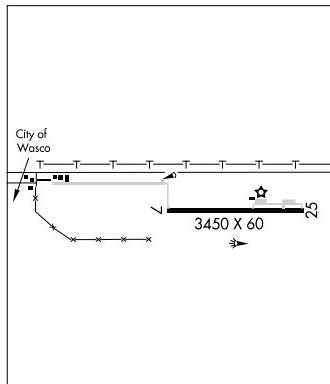
**VERNONIA AIRFIELD** (Ø5S) 2 W UTC-8(-7DT) N45°51.09' W123°14.49' SEATTLE  
 647 NOTAM FILE MMV  
**RWY 09-27:** 2940X45 (TURF)  
**RWY 09:** Trees. Rgt tfc. **RWY 27:** Hill.  
**AIRPORT REMARKS:** Unattended. Hangars 100' right of centerline on AER 27.  
**COMMUNICATIONS:** CTAF 122.9

**WAKONDA BEACH STATE** (See WALDPORT)**WALDPORT**

**WAKONDA BEACH STATE** (R33) 3 S UTC-8(-7DT) N44°23.07' W124°05.11' KLAMATH FALLS  
 41 TPA—1041(1000) NOTAM FILE MMV  
**RWY 16-34:** 2000X30 (TURF)  
**RWY 16:** Trees. **RWY 34:** Trees.  
**AIRPORT REMARKS:** Unattended. Owner advises contact Oregon Dept of Aviation 503-378-4880 prior to use. Ldg to the south and tkf to the north not recommended. Rwy 34 curve apch from SW to avoid high terrain and trees right at 800'. Rwy 34 has rising terrain and ditch 7' wide and 2' deep at 25' from thld. Rwy 16-34 white tires mark rwy ends. Rwy 16 has a road, +30' trees, and a p-line across the approach path within 110 ft of rwy end.  
**COMMUNICATIONS:** CTAF 122.9

**WASCO STATE** (35S) 1 E UTC-8(-7DT) N45°35.37' W120°40.45' SEATTLE  
 1503 B TPA—2503(1000) NOTAM FILE MMV L-13A  
**RWY 07-25:** H3450X60 (ASPH) S-12.5 MIRL  
**RWY 25:** Rgt tfc.  
**AIRPORT REMARKS:** Unattended. Extensive AG-sprayer ops, during Spring and Summer. ACTIVATE MIRL Rwy 07-25—CTAF.  
**COMMUNICATIONS:** CTAF 122.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DLS.

KLICKITAT (H) VOR/WDM 112.3 LTJ Chan 70 N45°42.81'  
 W121°06.05' 091° 19.4 NM to fld. 3220/21E.  
 HIWAS.



**WILDHORSE** N43°35.59' W118°57.30'. NOTAM FILE BNO. KLAMATH FALLS  
 (L) VOR/WDM 113.8 ILR Chan 85 at Burns Muni. 4140/18E. L-11A

**2009 U.S. & CANADIAN MILITARY AERIAL  
AIRCRAFT/PARACHUTE DEMONSTRATIONS**

During CY 2009, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2009 aerial demonstration locations, subject to change without notice, are:

DATE:	USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
October	24-25		Fort Worth, TX	Fort Worth, TX
	24-25			Pinehurst, NC
	31		Houston, TX	
November	1		Houston, TX	
	7-8	Homestead AFB, FL	Jacksonville Beach, FL	
	13-14		NAS Pensacola, FL	
	14-15	Nellis AFB, NV		

Note: Dates and locations are scheduled "show dates" only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

**VFR ADVISORY AREA  
Canadian Airspace  
VICTORIA-VANCOUVER  
(Effective: Until Further Notice)**

Effective 0901 UTC August 6, 1994, a VFR Advisory Area was permanently established between the two Canadian control zones, from above 1,200' MSL up to 2,500' MSL. Vancouver and Victoria Towers provide radar traffic information to all participating aircraft within the VFR Advisory Area.

**PROCEDURES**

**Victoria/Vancouver**

\*All aircraft operating between Victoria and Vancouver within the VFR Advisory Area should follow the routes shown on the graphic.

\***Northbound:** Change from Victoria Tower, 119.1, to Vancouver Tower, 124.0, when instructed by ATC.

\***Southbound:** Change from Vancouver Tower, 124.0, to Victoria Tower, 119.1, when instructed by ATC.

\*Set transponder codes as requested.

**TRANSITING TRAFFIC**

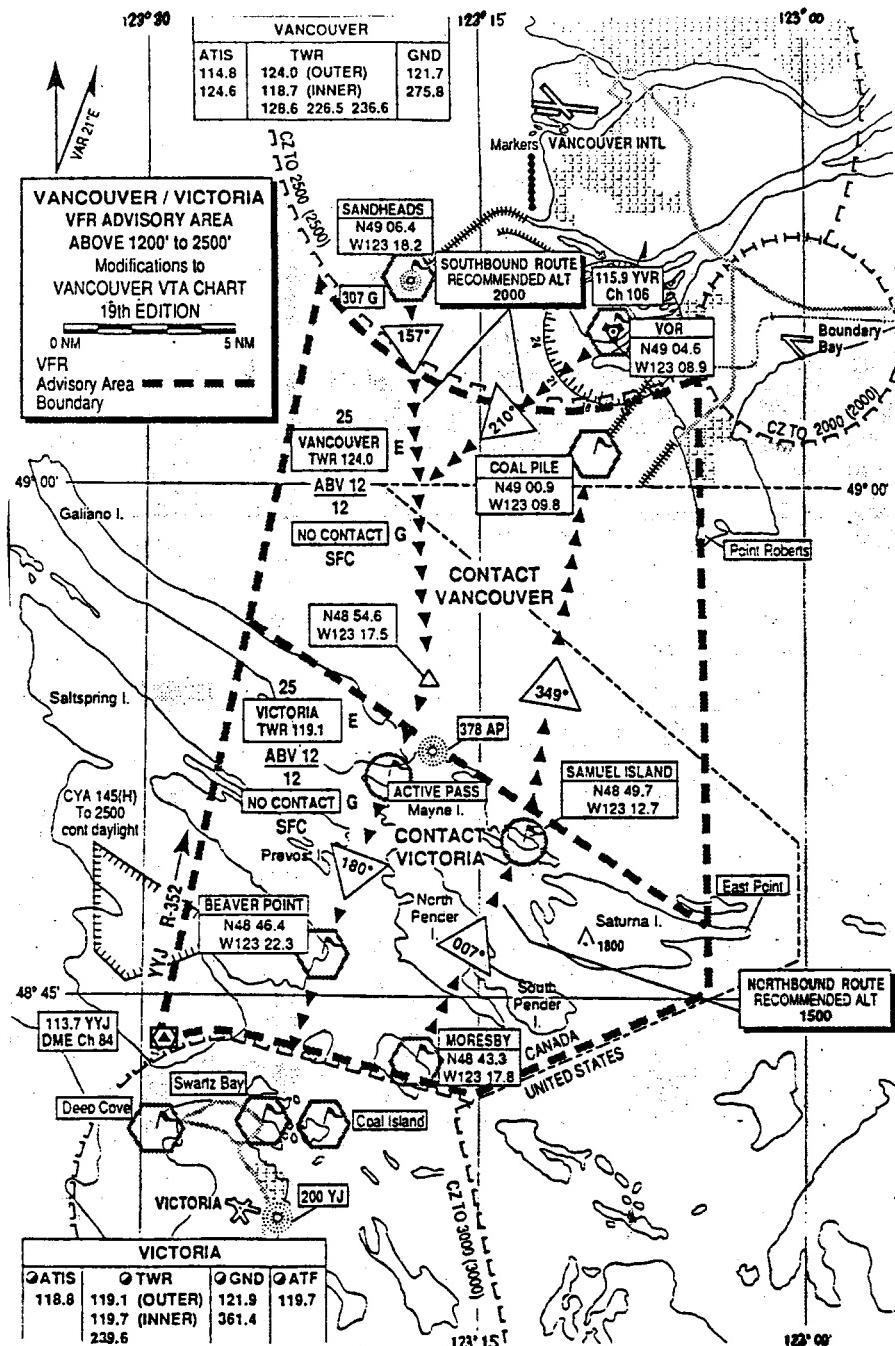
\*Call Vancouver Tower on 124.0 when north of the Active Pass/Samuel Island Line.

\*Call Victoria Tower on 119.1 when south of the Active Pass/Samuel Island Line.

\*Set Transponder codes as requested.

Routes and recommended altitudes will not be useable by all aircraft at all times because of weather and regulations pertaining to flight over water. Higher altitudes may be requested. If unable to maintain VFR, advise ATC.

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**CONTROLLED FIRING  
Fort Harrison Controlled Firing Area  
Helena, Montana**

Controlled firing occurs in the vicinity of the Helena, Montana VORTAC (HLN) 24 hours daily, 5'800 MSL and BELOW. The area defined by the following radial/DME coordinates HLN258008, HLN258005, HLN250008, HLN250005.

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**CONTROLLED FIRING  
Limestone Hills Controlled Firing Area  
Helena, Montana**

Controlled firing occurs in the vicinity of the Helena, Montana VORTAC (HLN) 24 hours daily, FL180 and BELOW. The area defined by the following radial/DME coordinates HLN125026, HLN127028, HLN140025, HLN125028.

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**SPECIAL NORTH ATLANTIC, CARIBBEAN AND  
PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

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**MOUNT ST. HELENS NATIONAL VOLCANIC MONUMENT, WASHINGTON**

The U.S. Geological Survey (USGS) and the U.S. Forest Service (USFS) conduct low level flights to and from monitor station within the monument and within the crater itself. Due to this activity, the volatility of the volcano and a high volume of sightseeing flights in the area, the following procedures are recommended in the interest of flying safety.

1. VFR aircraft are encouraged to transmit an initial position report on 122.75 MHz in the blind when flying at altitudes of less than 10,000 feet MSL within 10 nautical miles of the Mount St. Helens volcano crater.
  2. VFR flight below 3000 feet AGL – strongly not recommended.
  3. VFR flight above 3000 feet AGL – fly a counterclockwise pattern, no closer than 3 miles to the volcano summit.
- VFR rules of "see and be seen" and good airmanship practices will prevail. Approval to land can only be obtained through appropriate Federal or State authority. Any significant information will be broadcast on the transcribed weather broadcasts by the Seattle and McMinnville Flight Service Stations and available on the Portland and Seattle ATIS. Marginal radar coverage limits Seattle Center's ability to provide radar flight following to aircraft in orbit of the volcano.
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**DEVILS TOWER NATIONAL MONUMENT, WYOMING**

For reasons of national welfare, pilots are requested to avoid flights within 3 nautical miles of Devils Tower National Monument.

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**BIRD HAZARD OREGON AND WASHINGTON**

Heavy concentration of migratory and wintering flocks of large waterfowl from the Canadian to California borders annually November to May. Caution advised at all airports or while transiting area.

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**SIMULTANEOUS OPERATIONS  
Boeing Field/King County International Airport  
Seattle, Washington**

All users: Boeing Field Airport Traffic Control Tower is authorized to conduct simultaneous same direction operations to parallel runways, between sunrise and sunset, for Category II aircraft and smaller.

**Spokane International Airport  
Spokane, Washington**

Application of visual separation for simultaneous operations. When weather conditions at Spokane International Airport are 1500' ceiling and 5 miles visibility or greater Spokane International Airport controllers may provide visual separation of aircraft landing and departing simultaneously at Spokane International Airport and Fairchild Airforce Base.

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**LASER LIGHT DEMONSTRATIONS  
Bozeman, Montana**

A laser light demonstration will be conducted daily between 0000 and 2359 MDT until June 24, 2010 at Montana State University BZN VORTAC 129 radial at 8 NM LAT 45°39'-59°N/Long 111°02'-44W. The laser beam elevation will be a maximum of 090 and a minimum of 089. The beam may be injurious to eyes when viewed within 12000 feet AGL vertically and 500 feet laterally of the light source. Cockpit illumination-flash blindness may occur beyond these distances.

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**SEATTLE-TACOMA INTL  
SEATTLE, WASHINGTON****Gatehold Procedures:**

During peak departure periods, gatehold procedures are implemented for all IFR departures. Additional information will be broadcast on ATIS.

**Oceanic Departures:**

1. Contact Clearance Delivery *only* when you will be ready to taxi within ten minutes. State destination, requested altitude, "ten minutes to taxi."
  2. If ATC delays are more than 15 minutes for your filed altitude/route, alternatives with less delay will be offered.
  3. Failure to depart the gate within ten minutes or reach the runway at the release time specified in the IFR clearance may result in the cancellation of your clearance.
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**MOUNTAIN HOME, IDAHO**

All aircraft operating within 20 NM of the Liberator VOR are requested to contact Mountain Home APP CON on 124.8 for traffic advisory due to intensive military training in the Mountain Home area.

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**MILITARY TRAINING ROUTES**

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

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**CIVIL USE OF MILITARY FIELDS:**

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission. Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

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**AIRCRAFT LANDING RESTRICTIONS**

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or water administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

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## CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ) .....	08	Milwaukee, WI (MKE).....	01L
Andrews AFB, MD (ADW) .....	01L	Minneapolis, MN (MSP) .....	30L
Anchorage, AK (ANC) .....	07R	Nashville, TN (BNA) .....	02L
Atlanta, GA (ATL).....	09R	New Orleans, LA (MSY) .....	10
Baltimore, MD (BWI).....	10	New York, NY (JFK) .....	04R
Bismarck, ND (BIS) .....	31	New York, NY (LGA) .....	22
Boise, ID (BOI).....	10R	Newark, NJ (EWR).....	04R
Boston, MA (BOS) .....	04R	Oklahoma City, OK (OKC) .....	35R
Charlotte, NC (CLT) .....	36L	Omaha, NE (OMA) .....	14R
Chicago, IL (ORD).....	14R	Ontario, CA (ONT).....	26L
Cincinnati, OH (CVG) .....	36C	Philadelphia, PA (PHL) .....	09R
Cleveland, OH (CLE) .....	06R	Phoenix, AZ (PHX).....	08
Dallas/Fort Worth, TX (DFW).....	17C	Pittsburgh, PA (PIT) .....	10L
Denver, CO (DEN) .....	35R	Reno, NV (RNO) .....	16R
Des Moines, IA (DSM) .....	31	Salt Lake City, UT (SLC) .....	34L
Detroit, MI (DTW) .....	03R	San Antonio, TX (SAT) .....	12R
El Paso, TX (ELP) .....	22	San Diego, CA (SAN).....	09
Fairbanks, AK (FAI) .....	01L	San Francisco, CA (SFO) .....	28R
Great Falls, MT (GTF).....	03	San Juan, PR (SJU).....	08
Honolulu, HI (HNL) .....	08L	Seattle, WA (SEA) .....	16C
Houston, TX (IAH).....	26L	St. Louis, MO (STL) .....	30R
Indianapolis, IN (IND) .....	05L	Tampa, FL (TPA) .....	36L
Jacksonville, FL (JAX).....	07	Tulsa, OK (TUL).....	36R
Kansas City, MO (MCI).....	19R	Washington, DC (DCA) .....	01
Los Angeles, CA (LAX).....	24R	Washington, DC (IAD) .....	01R
Memphis, TN (MEM) .....	36L	Wichita, KS (ICT) .....	01L
Miami, FL (MIA).....	08R		

**NOTE**—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

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**Night Vision Lights Out Operations  
Yakima Training Center, Washington**

Military helicopter activity will be conducted for night vision lights out training at Yakima Training Center, Washington. Position lights will be extinguished or greatly reduced in intensity. The training will be conducted within the confines of the YTC reservation but outside of the restricted airspace. The general description of the night vision goggle (NVG) training area is that airspace bordered by R-6714H on the south, Highline Canal on the west, the southern edge of Interstate 90 on the north, and Ginko State Park Petified Forest on the east.

The boundaries of the NVG area are:

Beginning at lat. 46°55'03"N, long. 120°01'34"W;  
to lat. 46°55'40"N, long. 120°01'35"W;  
to lat. 46°55'39"N, long. 120°02'52"W;  
to lat. 46°56'15"N, long. 120°02'52"W  
thence west along the southern edge of Interstate 90;  
to lat. 46°57'21"N, long. 120°18'08"W;  
thence west/southwest along the Highline Canal;  
to lat. 46°55'24"N, long. 120°19'55"W;  
to point of beginning.

Times of use: Sunset to sunrise, daily.

Request Publication date of May 22, 1997.

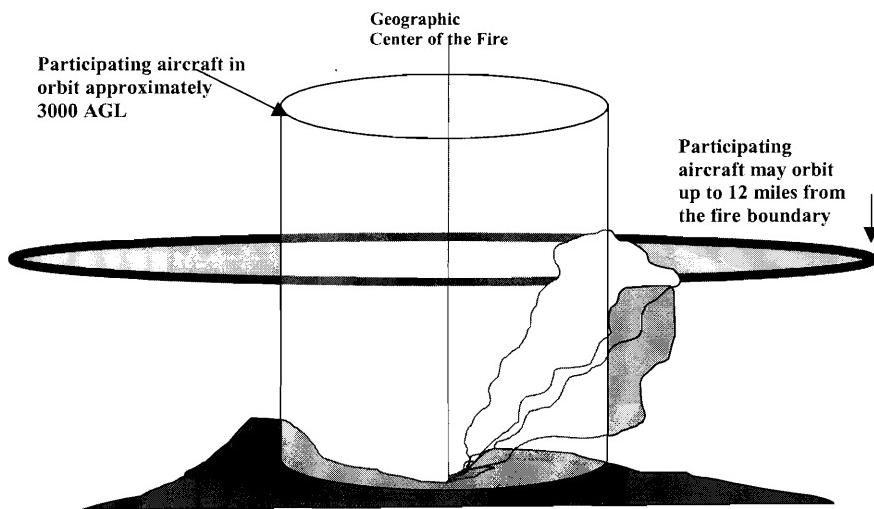
Please refer any questions to James Riley, ANM-532.2, at (206) 227-2537.

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**LIGHTS-OUT OPERATIONS  
Hays MOA, Montana**

Lights-out night vision goggle training operations conducted within the Hays MOA at all altitudes from sunset to sunrise when MOA is active by NOTAM. Contact Salt Lake City ARTCC on 133.4 or 119.75 or Great Falls FSS for schedule and NOTAM information.

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**FIREFIGHTING TRAFFIC AREAS**

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

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## **OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL**

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

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NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

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## FSS TELEPHONE NUMBERS

**Flight Service Station (FSS)** facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large hub facilities and smaller remote facilities which are interconnected with the hubs.

**Selected remote FSS** facilities across the contiguous United States have variable part-time operating hours. Because of the interconnectivity between remote and hub facilities, all FSS services are available continuously using published telephone numbers and radio frequencies.

### NORTHWEST U.S.

**WASHINGTON:** Seattle, Boeing Field/King County International (BFI)-SEA FSS

**Telephone Information Briefing Service (TIBS)** is a FSS service that provides continuous recordings of meteorological and/or aeronautical information including area and/or route briefings, airspace procedures and special announcements. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

### NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings ..... 1-800-WX-BRIEF (1-800-992-7433)

### OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) ..... 1-877-4TIBS-WX(1-877-484-2799)

Clearance Delivery Only ..... 1-888-766-8267

Lifeguard Flights Only ..... 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ \* ..... 1-866-225-7410

\* District of Columbia Special Flight Rules Area & Flight Restricted Zone

**KEY to AERODROME FORECAST (TAF) and  
AVIATION ROUTINE WEATHER REPORT  
(METAR)**

**TAF KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT**  
**FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA**  
**OVC008CB**  
**FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR**  
**FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC**

**METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB**  
**18/16 A2992 RMK SLP045 T01820159**

Forecast	Explanation	Report
<b>TAF</b>	Message type: <u>TAF</u> -routine or <u>TAF</u> AMD-amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	<b>METAR</b>
<b>KPIT</b>	ICAO location indicator	<b>KPIT</b>
<b>091730Z</b>	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	<b>091955Z</b>
<b>091818</b>	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	<b>COR</b>
<b>15005KT</b>	In U.S. <b>METAR</b> : <u>COR</u> rected ob; or <u>AUT</u> omated ob for automated report with no human intervention; omitted when observer logs on	<b>22015G25KT</b>
<b>5SM</b>	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiaBle</u> ); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; <u>00000KT</u> for calm; for <b>METAR</b> , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. <u>180V260</u>  Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in <b>TAF</b> <u>Plus6SM</u> . (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)  Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; ' <u>/</u> '; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No change</u> )	<b>3/4SM</b> <b>R28L/2600FT</b>
<b>HZ</b>	Significant present, forecast and recent weather: see table (on back)	<b>TSRA</b>
<b>FEW020</b>	Cloud amount, height and type: <u>SKy</u> <u>Clear</u> 0/8, <u>FEW</u> >0/8-2/8, <u>SCaTered</u> 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OverCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering</u> <u>CUmulus</u> or <u>CumulonimBus</u> in <b>METAR</b> ; in <b>TAF</b> , only <u>CB</u> . <u>Vertical Visibility</u> for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated <b>METAR</b> reports only, <u>CLear</u> for "clear below 12,000 feet"  Temperature: degrees Celsius; first 2 digits, temperature " <u>/</u> " last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06	<b>OVC010CB</b> <b>18/16</b>
	Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; ( <u>Q</u> -hectoPascals, e.g., Q1013)	<b>A2992</b>

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
<b>WS010/31022KT</b>	In U.S. <b>TAF</b> , non-convective low-level ( $\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); $/$ ; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u>  In <b>METAR</b> , <u>ReMarK</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	
<b>FM1930</b>	FroM and 2-digit hour and 2-digit minute <b>beginning</b> time: indicates significant change. Each FM starts on new line, indented 5 spaces.	<b>RMK</b> <b>SLP045</b> <b>T01820159</b>
<b>TEMPO 2022</b>	<b>TEMPO</b> rary: changes expected for < 1 hour and in total, < half of 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
<b>PROB40 0407</b>	<b>PROB</b> ability and 2-digit percent (30 or 40): probable condition during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
<b>BECMG 1315</b>	<b>BECoMinG</b> : change expected during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	

**Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.**

<b>QUALIFIER</b>			
<b>Intensity or Proximity</b>			
- Light	"no sign" Moderate	+ Heavy	
VC Vicinity: but not at aerodrome; in U.S. <b>METAR</b> , between 5 and 10SM of the point(s) of observation; in U.S. <b>TAF</b> , 5 to 10SM from center of runway complex (elsewhere within 8000m)			
<b>Descriptor</b>			
MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing
<b>WEATHER PHENOMENA</b>			
<b>Precipitation</b>			
DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets
UP Unknown precipitation in automated observations			
<b>Obscuration</b>			
BR Mist ( $\geq 5/8$ SM)	FG Fog ( $<5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust
<b>Other</b>			
SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility  $\geq 10$  km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

**UNITED STATES DEPARTMENT OF COMMERCE**

NOAA/PA 96052

National Oceanic and Atmospheric Administration—National Weather Service

**Air Traffic Control System Command Center**

Main Number ..... 703-904-4400

**RGNL AIR TRAFFIC DIVISIONS**

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	781-238-7500
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

**AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)**

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7300
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	651-463-5580
New York	718-995-5426	8:00 a.m.-4:40 p.m.	516-468-1001
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

**MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)**

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

## KEY AIR TRAFFIC FACILITIES

## DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington			
Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	781-238-7001	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush			
Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-643-3200	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00 p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	973-645-3103
Norman Y. Mineta San Jose Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-643-3200	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-643-3200	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-840-5544
Ronald Reagan Washington			
National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-643-3200	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-214-4600
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-661-6031
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	407-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

**AIR ROUTE TRAFFIC CONTROL CENTERS**

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

<b>(R)DENVER CENTER</b> – 125.9 Casper – <b>135.6</b> <b>118.925</b> <b>Cherokee</b> – 132.1 Cheyenne – <b>134.575</b> <b>133.175</b> 132.1 125.9 Laramie – 125.9 Lusk – 135.6 Medicine Bow – <b>133.175</b> 132.1 126.5 Rock Springs – 128.5 Sundance – 135.6 <b>133.675</b>	H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15 (KZDV)
<b>(R)SALT LAKE CITY CENTER</b> Ashton – <b>132.4</b> 132.4 <b>128.35</b> 128.35 Baker – 128.05 Big Piney – <b>128.35</b> 128.35 Billings – <b>127.75</b> 127.75 Blackfoot – <b>128.35</b> 128.35 Bliss – 128.55 118.05 Boise – 118.05 Bozeman – <b>132.4</b> 132.4 Burley – 118.05 Butte – <b>133.4</b> 133.4 <b>132.4</b> 132.4 Cascade – <b>121.15</b> Francis Peak – 127.7 Glasgow – <b>126.85</b> 126.85 Great Falls – <b>133.4</b> 133.4 <b>132.425</b> Green River – <b>124.35</b> 124.35 Jackson – <b>133.25</b> 133.25 Judith Mountain – <b>133.4</b> 133.4 <b>126.85</b> 126.85 Lakeside – 133.4 Lovell – <b>133.25</b> 133.25 Malad City – <b>126.75</b> Miles City – <b>126.85</b> 126.85 Missoula – 133.4 <b>119.75</b> 119.75 Rome – 128.05 Salmon – <b>132.4</b> 132.4 Sheridan – <b>127.75</b> 127.75 Squaw Butte – 128.05 <b>121.15</b> Thermopolis – <b>133.25</b> 133.25 <b>124.35</b> 124.35	H-1-2-3, L-9-11-12-13-14 (KZLC)
<b>(R)SEATTLE CENTER</b> Antelope Mountain – 124.85 Arcata – 124.85 Badger Mountain – <b>127.05</b> 127.05 <b>134.95</b> 134.95 Beacon Hill – <b>127.05</b> 127.05 <b>120.3</b> 120.3 Cottonwood – 123.95 <b>118.55</b> Dallesport – <b>126.6</b> 126.6 Fort Lawton – <b>127.05</b> 127.05 Hoquiam – 128.3 Horton – <b>132.075</b> 125.8 121.4 Kimberly – <b>135.45</b> Klamath Falls – <b>134.9</b> 127.6 Lakeside – 123.95 Lakeview – <b>135.35</b> 127.6 Larch Mountain – <b>128.3</b> 128.3 <b>126.6</b> 126.6 Marlin – 126.1 Medford – <b>135.15</b> 124.85 121.4 Mohler – <b>128.45</b> Mullan Pass – <b>128.45</b> Nassel – 124.2 Neah Bay – <b>125.1</b> 125.1 Redmond – <b>121.35</b> <b>134.9</b> <b>135.35</b> 128.15 Rex-Parrett – <b>121.35</b> Scappoose – 124.2 128.15 Spokane – 123.95 119.225 Stampede Pass – <b>134.95</b> 134.95 The Dalles – <b>135.45</b> 119.65 Wallula – 132.6 Wenatchee – 126.1 Whidbey Island – <b>134.95</b> 134.95 128.5 <b>125.1</b> 125.1 Yakima – <b>135.525</b> 135.525 132.6 <b>120.3</b> 120.3 <b>118.55</b>	H-1-3, L-1-2-11-13 (KZSE)

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

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**BOISE AFSS**

ASHTON RCO 123.625  
BLISS RCO 122.4  
BOISE RCO 122.2 122.6  
CASCADE RCO 122.35  
CONNERS RCO 122.05  
COEUR D'ALENE RCO 122.05  
HAILEY RCO 122.4  
IDAHO FALLS RCO 122.55  
LEWISTON RCO 122.35  
MALAD CITY RCO 122.65  
MOUNTAIN HOME RCO 122.6  
MULLAN PASS RCO 122.15  
POCATELLO RCO 122.35  
ROME RCO 122.65  
SALMON RCO 122.55  
SQAW BUTTE RCO 122.45  
STANLEY RCO 122.6  
TWIN FALLS RCO 122.25

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**CASPER AFSS**

ANTELOPE GAP RCO 122.2  
BIG PINEY RCO 122.3  
BOYSEN RESERVOIR RCO 122.3  
CASPER RCO 122.2 122.4  
CHEROKEE RCO 122.4  
CHEYENNE RCO 122.3  
CODY RCO 122.3  
CONVERSE RCO 121.975  
CRAZY WOMAN RCO 122.025  
DUNIOR RCO 122.6  
FORT BRIDGER RCO 122.3  
GILLETTE RCO 122.3  
JACKSON RCO 122.05  
LARAMIE RCO 122.6  
MEDICINE BOW RCO 122.5  
NEWCASTLE RCO 122.5  
RAWLINS RCO 122.2  
RIVERTON RCO 122.2  
ROCK SPRINGS RCO 122.6  
SHERIDAN RCO 122.5  
WORLAND RCO 122.4

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**GREAT FALLS AFSS**

BILLINGS 122.55  
BOZEMAN RCO 122.5  
BUTTE RCO 122.2 122.4  
COPPERTOWN RCO 122.65  
CUT BANK RCO 122.2  
DILLON RCO 122.15  
GLASGOW RCO 122.25  
GLENDIVE RCO 122.55  
GREAT FALLS RCO 122.6  
HARLOWTON RCO 122.4  
HAVRE RCO 123.65  
HELENA RCO 122.55  
JUDITH MOUNTAIN RCO 122.2  
LAKESIDE RCO 122.5  
LEWISTOWN RCO 122.35  
LIVINGSTON RCO 122.2  
MILES CITY RCO 122.2  
MILLER PEAK RCO 122.45  
SIDNEY RCO 123.65  
TOWER HILL RCO 122.3  
WOLF POINT RCO 122.45  
YELLOWSTONE RCO **119.4**

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**Mc MINNVILLE AFSS**

ASTORIA RCO 122.3  
AUGSPURGER RCO 122.3  
BEAVER MOUNTAIN RCO **122.4**  
BURNS RCO 122.5  
CAPE BLANCO RCO 122.4  
ENTERPRISE RCO 122.5  
EUGENE RCO **122.3**  
KIMBERLY RCO 122.6  
KLAMATH FALLS RCO 122.6  
LA GRANDE RCO 122.5  
LAKEVIEW RCO 122.3  
MC MINNVILLE RCO 122.45  
MEDFORD RCO 122.65  
NEWBERG RCO 122.45  
NEWPORT RCO 122.5  
NORTH BEND RCO 122.4  
ONTARIO RCO 122.3  
PENDLETON RCO 122.2  
PORTLAND RCO 122.6  
REDMOND RCO 122.5  
ROSEBURG RCO 122.55  
SALEM RCO 122.6  
SEXTON SUMMIT RCO 122.5  
SUNRIVER RCO 122.3  
WALLULA RCO 122.6

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**SEATTLE AFSS** 122.5  
BADGER MOUNTAIN RCO 122.3  
BELLINGHAM RCO 122.15  
BUCKHORN MTN RCO 122.2  
ELLENSBURG RCO 122.2  
Ephrata RCO 122.2  
HOQUIAM RCO 122.2  
JUMP-OFF-JOE RCO 122.4  
KELSO RCO 122.55  
KELSO-LONGVIEW RCO 122.25  
MOSES LAKE RCO 122.4  
MT CONSTITUTION RCO 122.3  
OCEAN SHORES RCO 122.4  
OMAK RCO 122.2  
PAINE RCO 122.55  
PORT ANGELES RCO 122.6  
PULLMAN RCO 122.6  
SEATTLE RCO 122.5 123.65  
SPOKANE RCO 122.2 122.55 122.65  
TATOOSH RCO 122.25  
THE DALLES RCO 122.65  
VANCOUVER RCO 122.35  
WALLA WALLA RCO 122.3  
WENATCHEE RCO 122.6  
YAKIMA RCO 122.5

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**FSDO**  
**FLIGHT STANDARDS DISTRICT OFFICES (FSDO)**

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

**IDAHO**

3295 Elder Street, Suite 350  
Airport Plaza  
Boise, ID 83705  
Telephone: 208-334-1238

**MONTANA**

Helena Airport  
2725 Skyway Drive  
Helena, MT 59601  
Telephone: 406-449-5270  
1-800-457-9917

**OREGON**

Portland Flight Standards District Office  
3180 NW 229th Avenue  
Hillsboro, Oregon 97124  
Telephone: 503-615-3200  
FAX 503-615-3300

**WASHINGTON**

Seattle FSDO  
1601 Lind Ave. S. W.  
Renton, WA 98057  
Telephone: 425-227-2813

Spokane FSDO  
Felts Field  
6133 E. Rutter Avenue  
Spokane, WA 99212  
Telephone: 509-532-2340



## PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90-170 incl) altitude flight level assignment in hundred of feet.
12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.
 

Sun .....	1300-2259 local time.
Mon thru Fri .....	0701-2259 local time.
Sat .....	0701-1459 local time.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

## SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

Route	Effective Times (UTC)
Low altitude IFR traffic 13000 feet and below overlying the Portland, OR Area:	
Southbound/southwestbound..... OLM V165 UBG.....	1400-0700
Northbound ..... UBG V165 OLM.....	1400-0700
Low Altitude IFR traffic 9000 feet and below overlying the Seattle, WA Area:	
Southbound/Southwestbound ..... V165 .....	1400-0700
Northbound ..... V165 .....	1400-0700
Eastbound ..... V004 SEA V002 .....	1400-0700
Low Altitude IFR traffic 10000 to 15000 overlying the Seattle, WA Area:	
Southbound ..... V165 V495 .....	1400-0700
Southbound ..... V023 V165 DIGNN V495 .....	1400-0700
Eastbound ..... V004 SEA V2 .....	1400-0700
Low Altitude IFR traffic 10000 to 15000 overlying the Seattle, WA Area landing in PDX area:	
Southbound ..... V165 V495 SEA HELNS-STAR .....	1400-0700
Southbound ..... V023 V165 DIGNN V495 SEA HELNS-STAR.....	1400-0700
Low Altitude IFR traffic from the North terminating at McMinnville, OR, Aurora State, OR, or Hillsboro, OR:	
Southbound ..... V165 UBG.....	1400-0700

**PREFERRED IFR ROUTES**  
**SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES**

Terminals	Route	Effective Times (UTC)
From the Eugene, OR Area: (props and turboprops, 170 and below)		
Northbound .....	V481 CVO V495 UBG.....	1400-0700
Southbound .....	V448 OED .....	1400-0700
<b>HIGH ALTITUDE</b>		
Terminals	Route	Effective Times (UTC)
<b>PORTLAND (PDX)</b>		
Burbank (BUR) .....	J67 LIN J189 AVE FIM.....	1300-0600
Chicago O'Hare (ORD).....	J16 MCW JVL-STAR.....	0000-2359
Detroit Metro-Wayne Co (DTW) .....	ODI J34 BAE MKG POLAR-STAR .....	
Houston (HOU).....	(Turbojets) PNH MQP EUVR TEXNN-STAR .....	
Houston (IAH).....	PNH MQP RICE-STAR.....	
Long Beach (LGB).....	J67 LIN J189 AVE FIM.....	1300-0600
Los Angeles (LAX) .....	J67 LIN J189 AVE FIM.....	1300-0600
Ontario (ONT).....	J67 LKV J5 EHF PMD .....	1300-0600
Santa Ana (SNA) .....	J67 LIN J189 AVE FIM.....	1300-0600
<b>SEATTLE BOEING FLD (BFI)</b>		
Burbank (BUR) .....	SEA J5 LKV J67 LIN J189 AVE FIM.....	1300-0600
Long Beach (LGB).....	SEA J5 LKV J67 LIN J189 AVE FIM.....	1300-0600
Los Angeles (LAX) .....	SEA J5 LKV J67 LIN J189 AVE FIM.....	1300-0600
Ontario (ONT).....	SEA J5 EHF ZIGGY-STAR.....	1300-0600
Santa Ana (SNA) .....	SEA J5 LKV J67 LIN J189 AVE FIM.....	1300-0600
<b>SEATTLE/TACOMA (SEA)</b>		
Anchorage (ANC) .....	(RNAV only) SQUIM AKWAY AKHOG LAIRE AKZOO JOH.....	
Burbank (BUR) .....	SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM .....	1300-0600
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR).....	BAE J34 GRR HIMEZ-STAR.....	
Detroit Metro-Wayne Co. (DTW) .....	J90 HLN J34 BAE MKG POLAR-STAR .....	
Houston (HOU).....	(Turbojets) PNH MQP EUVR TEXNN-STAR .....	
Houston (IAH).....	PNH MQP RICE-STAR.....	
Kennedy (JFK).....	J90 HLN J34 ODI J30 J90 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR .....	
Long Beach (LGB).....	SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM .....	1300-0600
Los Angeles (LAX) .....	SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM .....	1300-0600
Newark (EWR) .....	J90 ABR J70 GEP DLL J34 CRL J584 SLT FQM-STAR .....	
Ontario (ONT).....	SUMMA-DP SUMMA J5 EHF PMD .....	1300-0600
Santa Ana (SNA) .....	SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM .....	1300-0600
<b>SPOKANE (GEG)</b>		
Chicago O'Hare (ORD).....	(FL240 and above, Turbojets) to join DPR J16 MCW JVL-STAR.....	0000-2359

## Q-ROUTES REGULATORY

**Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.**

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

Route	Segment	IME
Q1	ELMAA–ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE–EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON–EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY–ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE–ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
Q2	ETCHY–POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL–ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
Q3	ITUCO–NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
	FEPOT–FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK–FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY–FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
Q4	FINER–FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND–POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
Q5	SCOLE–SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR–ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL–SKTTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
	SKTTR–EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
Q7	HAROB–HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU–HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR–HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG–HPUTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
Q8	HPUTU–STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
	JINMO–JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN–JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ–JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
Q9	JAGWA–AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
	SUMMA–SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE–SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE–REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
Q11	REBRG–DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
	PAAGE–PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
	PAWLI–PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE–PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
Q13	PUSHH–LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
	All segments	None; GNSS required
Q15	All segments	None; GNSS required
	PLESS–NASHVILLE	ENL, GQQ, PXV, BNA, IIU, FAM, BWG, CSX
Q19	CORONA–HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS–UNNOS	CNX, INK, CME, TXO, TCC
Q20	UNNOS–FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO–JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ–RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
	GUSTI–OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
Q22	OYSTY–ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI
	ACMES–CATLN	SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH–RAZORBACK	OKM, RZC, EOS, TUL

Route	Segment	DME
Q24	LAKE CHARLES-BATON ROUGE	AEX, DAS, LCH, MCB, LFT, BTR
	BATON ROUGE-IRUBE	AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY
	IRUBE-PAYTN	GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW-WALNUT RIDGE	ELD, MEM, LIT, FAM, RZC
	WALNUT RIDGE-WLSUN	MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
	WLSUN-POCKET CITY	BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE-DEVAC	LIT, JKS, QO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH-ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN-PYRMD	EIC, LIT, ELD, OKM, TXK
	PYRMD-HAKAT	ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK
	HAKAT-ESTEE	ARG, LIT, FAM, SGF, MEM
	ESTEE-POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA
Q29	HARES-MEMPHIS	MEM, ARG, LIT, JAN, ELD, SQS
	MEMPHIS-SIDAE	MEM, PXV, BNA, BWG, ARG, ENL
	SIDAE-POCKET CITY	PXV, TTH, BWG, ENL
Q30	SIDON-VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART-JODOX	SQS, LIT, TXK
	JODOX-MARVELL	SQS, LIT, ELD, MEM, ARG
	MARVELL-TIIDIE	ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH
	TIIDE-POCKET CITY	BWG, PXV, ENL, TTH
Q32	EL DORADO-GAGLE	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
	GAGLE-CRAMM	JAN, SQS, MEM, ARG, VUZ, BNA, LIT
	CRAMM-NASHVILLE	BWG, MEM, VUZ, BNA, QOO
	NASHVILLE-SWAPP	BWG, IIU, PXV, VXV, BNA, QOO
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
	LITTLE ROCK-PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL
Q34	TEXARKANA-MATIE	LIT, SWB, TXK, BYP, EIC, ELD, SQS
	MATIE-MEMPHIS	LIT, ARG, MEM, ELD, SQS
	MEMPHIS-SWAPP	BWG, ARG, MEM, MKL, SQS, PXV, BNA, QOO, IIU, VXV
Q35	KIMBERLY-NEERO	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO
	NEERO-WINEN	BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE
	WINEN-CORKR	CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK
	CORKR-DRAKE	TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK-TWITS	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT
	TWITS-DEPEC	MEM, QOO, BNA, BWG, FAM, ARG, PXV, IIU
	DEPEC-NASHVILLE	QOO, BWG, BNA, PXV, IIU
	NASHVILLE-SWAPP	VXV, BWG, BNA, QOO, PXV, IIU
Q38	ROKIT-INCIN	DAS, LCH, SWB, IAH, LFK, HUB, AEX
	INCIN-LAREY	JAN, MCB, SWB, AEX
	LAREY-BESOM	JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA-DOOMS	AEX, SWB, LCH, JAN, HEZ, MCB
	DOOMS-WINAP	JAN, SQS, MEI, MCB
	WINAP-MISLE	MEI, VUZ, JYU
Q42	KIRKSVILLE-STRUKE	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX
	STRUKE-DANVILLE	ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK
	DANVILLE-MUNCIE	GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM
	MUNCIE-HIDON	FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC
	HIDON-BUBAA	AIR, APE, HNN, CXR, HVQ, EWC, DJB
	BUBAA-PSYKO	AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB
	PSYKO-BRMAN	PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT
	BRMAN-MAALS	EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE
	MAALS-SUZIE	ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK
	SUZIE-EAST TEXAS	JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN
	EAST TEXAS-ELIOT	HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK
Q104	DEFUN-HEVNV	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG
	HEVNV-PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	PLYER-SWABE	PIE, ORL, OMN, SRQ, TAY
	SWABE-ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE
	ST PETERSBURG-CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN

Route	Segment	DME
Q106	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY-CLAWZ	MGM, SJI, CEW, JYU, PZD, OTK, MCN, SZW, LGC, TAY, AMG
Q110	THNDR-JAYMC	SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
Q112	DEFUN-HEVNN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVNN-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q116	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, SZW, TAY
Q118	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
Q502	GOPHER-SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
	KENPA-GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD
Q504	GOPHER-SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
	NOTAP-CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
Q505	CESNA-HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
	OMAGA-RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE-CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA-HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB

\*Denotes Critical DME Facility

## HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING

### RNAV Routing Pitch and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

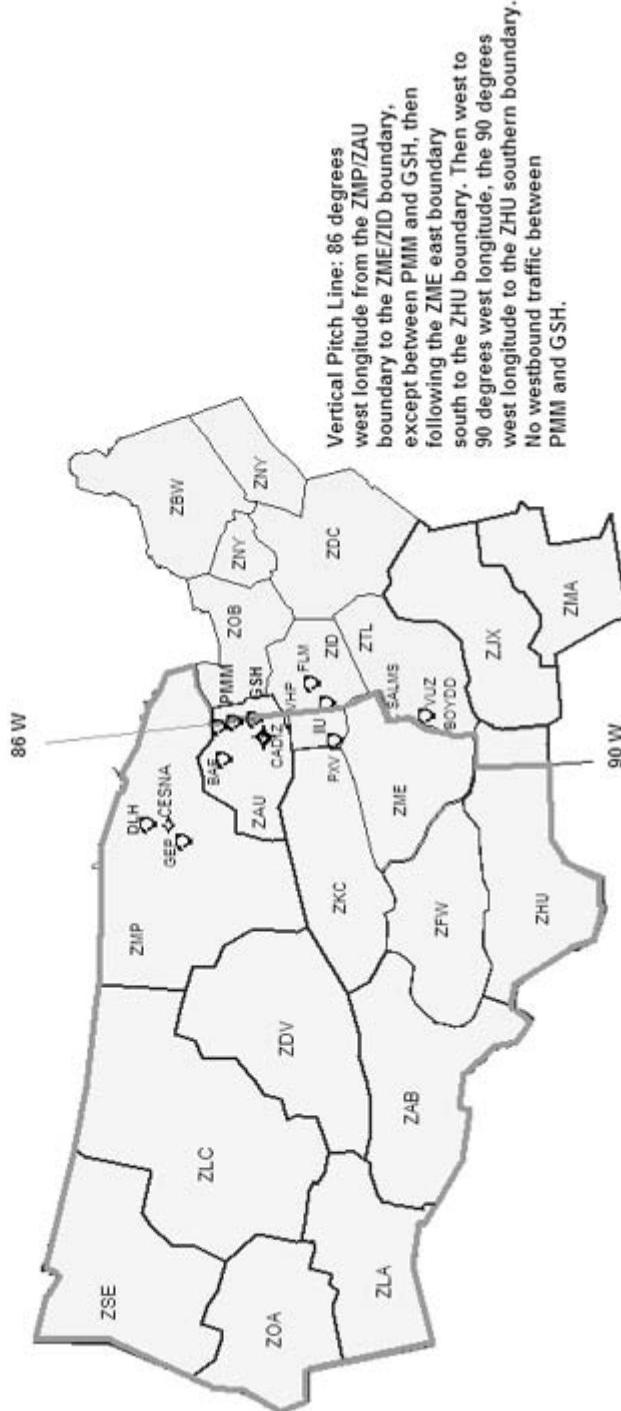
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

### High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



**HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace**

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

**HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace**

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MVZ or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD-STAR Or MLC J105 SGF BDF BRADFORD-STAR
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, EMG, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the northeast, BPT GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, ELD Q32 J42

Houston Hobby	LIT, EMG, MLC, JCT, or Aircraft joining J42 to the northeast, ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTs or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area	GALLI, INSLO, HAROL JSICA
Oakland	GALLI, INSLO, HAROL JSICA
San Jose	GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

\*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

### Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVAC or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)-STAR or PATYN HONIE (RNAV)-STAR
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Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

\*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501  
or  
Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP  
or  
Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

**Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY-STAR or ESPAÑ FRIHO-STAR or LAVAN LAVAN-STAR or FTI FRIHO-STAR or MIERA MIERA-STAR
Austin Terminal Area	Aircraft west of a north-south line at LFK, BLEWE or Aircraft east of a north-south line at LFK, IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)-STAR
Chicago Midway	CVA MOTIF-STAR or PIA MOTIF-STAR or DBQ CVA MOTIF-STAR or LMN MOTIF-STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE-STAR or TVC PULLMAN-STAR or FOD DBQ JVL JANESVILLE-STAR or MCW JANESVILLE-STAR or GCK IRK BRADFORD-STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD-STAR or HGO QUAIL-STAR or LOPEC-STAR or ALS LARKS-STAR or HBU POWDR-STAR or EKR TOMSN-STAR or CHE TOMSN-STAR or BFF LANDR-STAR or LBF SAYGE-STAR or HCT SAYGE-STAR or RSK LARKS-STAR or LAA QUAIL-STAR or GCK J154 RYLIE DANDD-STAR or OCS J154 ALPOE RAMMS-STAR or YANKI J114 SNY LANDR-STAR or Aircraft filed BIL or east, MBW RAMMS-STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVNV Q104 PIE SWAGS (RNAV)-STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT or Aircraft south and east of LLA, LLA or MISLE Q40 AEX or Aircraft north and east of SJI, SJI or Aircraft east of PXV, PXV Q31 DHART SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Houston Hobby	CRP, ELLVR, SAT, SWB or Aircraft south and east of GIRLY, GIRLY or Aircraft north and east of SJI, SJI or BESOM Q38 ROKIT ROKIT-STAR or Aircraft east of PXV, PXV Q29 HARES SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Jacksonville	GADAY ZOOSS TAY Aircraft through ZHU airspace remain south of ZME and ZTL airspace or ZOOSS TAY

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNSY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PVX, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVVN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)-STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)-STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL-STAR or LARNO BONVL-STAR or MOXEE MOXEE-STAR
St. Louis Terminal Area	SGF TRAKE-STAR or BUM TRAKE-STAR or ANX TRAKE-STAR or LMN IRK RIVRS-STAR or RBS VANDALIA-STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE-STAR or EKR MTU SPANE-STAR or BCE DTA-TCH or MLF DTA-TCH or BVL BONNEVILLE-STAR or BYI BEARR-STAR or PIH BEARR-STAR or DBS BRIGHAM CITY-STAR or JAC BRIGHAM CITY-STAR or BPI BRIGHAM CITY-STAR or OCS BRIGHAM CITY-STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north-south line at LFK, BLEWE or East of a north-south line at LFK, IDU

San Francisco	FMG GOLDEN GATE-STAR or MVA MODESTO-STAR or ENI GOLDEN GATE-STAR or OAL MODESTO-STAR or South of a line ILC to DVC, REANA KATTS OAL MODESTO-STAR
San Jose	FMG HYP EL NIDO-STAR or OAL HYP EL NIDO-STAR or ENI GOLDEN GATE-STAR or South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO-STAR
Seattle Terminal Area	Aircraft From northeast, southeast, south, TEMPL GLASR-STAR or SUNED CHINS-STAR or BTG OLMPIA-STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF-STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW HEVNN Q104 SWABE JOSFF-STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVNN DARBS-STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW DARBS-STAR
Tucson	DRK PXR or MOHAK GBN

## VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## BALTIMORE-WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57' / W076°20.38'
VPONX	_____	N39°06.65' / W076°55.92'
VPPOP	_____	N38°56.32' / W076°36.90'

## BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17' / W070°49.48'
VPBLT	_____	N42°19.67' / W070°53.40'
VPCGS	_____	N42°22.08' / W071°03.13'
VPEVS	_____	N42°23.52' / W071°04.10'
VPFEN	_____	N42°12.58' / W071°08.88'
VPFRE	_____	N42°25.03' / W071°12.32'
PGVGL	_____	N42°21.88' / W070°52.18'
VPHAM	_____	N42°30.13' / W071°07.15'
VPPIK	_____	N42°20.37' / W071°15.93'
VPQUA	_____	N42°12.10' / W071°04.78'
VPQUB	_____	N42°12.60' / W070°59.83'
VPSPF	_____	N42°24.20' / W071°09.47'
VPTOB	_____	N42°31.42' / W070°59.82'
VPWAN	_____	N42°36.88' / W071°19.45'

## BOSTON TERMINAL AREA CHART

VPCOH	Cohasset	N42°13.58' / W070°48.94'
VPCTU	Cuttihunk Harbor	N41°25.50' / W070°55.03'
VPFRA	Framingham Shopping Center	N42°18.16' / W071°23.65'
VPHOL	Woods Hole	N41°31.06' / W070°40.60'
VPHUL	Hull	N42°18.20' / W070°55.30'
VPLPT	Nantucket Great Point	N41°23.41' / W070°02.78'
VPNED	Needham Towers	N42°18.51' / W071°14.64'
VPEEA	Peabody Shopping Center	N42°32.52' / W070°56.69'
VPROC	Rockingham Race Track	N42°46.29' / W071°13.57'
VPSCI	Scituate	N42°11.89' / W070°43.69'
VPTPT	Nantucket Third Point	N41°18.51' / W070°03.37'
VPTUC	Tuckernuck	N41°18.31' / W070°15.43'
VPWAK	Wakefield	N42°30.72' / W071°05.24'
VPWAN	Wang Towers	N42°36.88' / W071°19.45'

## CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37' / W076°31.47'
VPAVA	_____	N34°57.00' / W077°16.50'
VPBFE	_____	N32°16.38' / W080°47.50'
VPBRA	_____	N36°13.75' / W076°08.08'
VPGCE	_____	N36°03.90' / W076°36.42'
VPGHI	_____	N35°15.30' / W075°31.25'
VPGIO	_____	N35°32.50' / W076°37.33'
VPKJU	_____	N35°26.58' / W076°10.22'
VPLMN	_____	N34°55.43' / W077°46.42'
VPMB	_____	N34°42.20' / W077°03.50'
VPNPO	ISLE OF PALMS	N32°47.78' / W079°46.45'
VPOKY	_____	N35°06.53' / W075°59.17'
VPREP	_____	N32°33.98' / W080°21.82'
VPRRS	_____	N33°25.45' / W079°07.60'
VPUMO	_____	N35°35.63' / W075°28.08'
WPWZO	_____	N36°00.87' / W075°40.07'
VPZIE	_____	N32°01.62' / W080°53.42'

**CHICAGO SECTIONAL CHART**

WAYPOINT IDENT  
VPCOH

COLLOCATED VFR CHECKPOINT

LOCATION  
N31°49.35' /W081°51.07'

**DENVER TERMINAL AREA CHART/FLYWAY CHART**

VPBEN  
VPFTG  
VPNIC

\_\_\_\_\_  
\_\_\_\_\_  
NORTH INTERCHANGE

N39°44.28' /W104°26.00'  
N39°44.35' /W104°32.75'  
N39°58.90' /W104°59.27'

**HOUSTON TERMINAL AREA CHART/FLYWAY CHART**

WAYPOINT IDENT  
VPBWY  
VPDTN  
VPLGA  
VPLBL  
VPKTY  
VPPLN  
VPRSN  
VPSND  
VPSNT  
VPTNE  
VPTNW  
VPTRK

COLLOCATED VFR CHECKPOINT  
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LOCATION  
N29°46.25' /W095°09.24'  
N29°46.59' /W095°22.01'  
N30°08.32' /W095°06.62'  
N30°07.80' /W094°55.70'  
N29°47.05' /W095°44.92'  
N30°08.80' /W095°50.42'  
N29°30.00' /W095°41.00'  
N29°23.13' /W095°28.86'  
N29°49.29' /W094°53.94'  
N29°47.48' /W095°03.34'  
N29°47.06' /W095°33.81'  
N29°24.06' /W095°10.44'

**JACKSONVILLE SECTIONAL CHART**

VPAFI  
VPAFY  
VPBEC  
VPCJA  
VPCKY  
VPCNY  
VPDAD  
VPDAR  
VPDFI  
VPDUT  
VPEAR  
VPEGV  
VPFFU  
VPGPE  
VPHAA  
VPHUC  
VPIWA  
VPJMY  
VPKER  
VPLEV  
VPLJA  
VPMAI  
VPTLH  
VPXZY  
VPYIW  
VPZIE

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DADE CITY  
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CLEARWATER BEACH  
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ST PETE BEACH  
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MIDWAY  
\_\_\_\_\_  
LAKE PARKER  
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N31°49.35' /W081°51.07'  
N30°07.00' /W081°21.33'  
N29°46.25' /W081°15.10'  
N29°30.00' /W081°06.00'  
N28°46.50' /W082°34.00'  
N28°30.00' /W080°45.00'  
N28°22.57' /W082°11.25'  
N31°22.38' /W081°24.13'  
N29°00.17' /W081°20.85'  
N27°37.70' /W082°09.10'  
N27°58.67' /W082°49.83'  
N29°39.97' /W081°24.87'  
N28°57.08' /W081°00.33'  
N27°43.50' /W082°44.67'  
N30°04.02' /W083°40.02'  
N28°19.87' /W082°43.77'  
N31°48.33' /W081°25.85'  
N29°26.92' /W081°18.27'  
N28°04.00' /W081°56.00'  
N28°48.00' /W080°52.00'  
N29°00.00' /W080°51.00'  
N30°50.02' /W084°56.63'  
N30°32.70' /W083°52.22'  
N29°35.00' /W083°10.00'  
N30°42.28' /W081°27.25'  
N32°01.62' /W080°53.42'

**KANSAS CITY SECTIONAL CHART**

VPAGO  
VPBEK  
VPDEN  
VPENE  
VPESS  
VPFME  
VPGXY  
VPMBE  
VPMKE  
VPROV  
VPUTT

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N37°50.33' /W090°29.03'  
N37°15.07' /W092°30.67'  
N37°46.75' /W092°19.20'  
N37°44.75' /W091°55.78'  
N36°59.48' /W091°00.88'  
N37°41.00' /W092°38.33'  
N37°15.50' /W091°40.17'  
N37°11.08' /W090°27.92'  
N37°24.47' /W092°40.00'  
N38°01.72' /W091°12.81'  
N37°52.05' /W092°01.20'

WAYPOINT IDENT  
VPWOC  
VPWRO  
VPXIZ

COLLOCATED VFR CHECKPOINT

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LOCATION

N37°18.03' / W092°18.63'  
N37°39.12' / W091°45.68'  
N37°26.60' / W092°05.42'

### KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62' / W095°07.65'
VPBGS	BLUE SPRINGS	N39°01.82' / W094°16.32'
VPBSP	BONNER SPRINGS	N39°03.78' / W094°53.10'
VPCHB	CHOUTEAU BRIDGE	N39°08.77' / W094°32.03'
VPDSO	DE SOTO	N38°58.68' / W094°58.48'
VPESG	EXCELSIOR SPRINGS	N39°20.68' / W094°13.77'
VPGBT	GARRETSBURG	N39°40.92' / W094°41.45'
VPLAT	LATHROP WATER TANK	N39°32.87' / W094°20.00'
VPLEN	LENEXA	N38°57.77' / W094°43.68'
VPLVL	LONGVIEW LAKE	N38°54.63' / W094°28.28'
VPMCL	MC LOUTH	N39°11.65' / W095°12.50'
VPNHA	NASHUA	N39°17.83' / W094°34.80'
VPSCX	SPORTS COMPLEX	N39°03.00' / W094°29.02'
VPSKR	SUGAR CREEK REFINERY	N39°07.00' / W094°27.02'
VPSPK	SWOPE PARK	N39°00.47' / W094°31.93'
VPTSK	TWIN STACKS	N39°09.05' / W094°38.22'
VPWOF	WORLDS OF FUN	N39°10.42' / W094°29.12'

### KLAMATH FALLS SECTIONAL CHART

VPORO		N43°57.38' / W123°02.22'
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### LOS ANGELES HELICOPTER CHART

VPANA	MAGNOLIA	N33°44.43' / W117°50.03'
VPART	HWY 91 & 55	N33°51.45' / W117°58.92'
VPAUT		N33°50.63' / W117°49.57'
VPBOB		N33°59.60' / W117°21.45'
VPCAR		N33°49.90' / W118°17.23'
VPCNG	CONEJO GRADE US HWY 101	N34°12.54' / W118°59.61'
VPCOR		N33°52.90' / W117°32.95'
VPCRX		N34°01.40' / W117°44.88'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' / W119°02.53'
VPDOW		N33°56.47' / W118°05.80'
VPELA		N34°00.98' / W118°10.35'
VPETY		N33°38.70' / W117°44.12'
VPFCB		N34°02.03' / W118°01.63'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' / W119°10.39'
VPGOL		N34°09.33' / W118°17.37'
VPIMP		N33°55.85' / W118°16.85'
VPKAT		N33°48.23' / W117°54.22'
VPKEL		N34°03.92' / W117°48.40'
VPLAC		N34°03.75' / W118°14.93'
VPLLU		N34°03.85' / W117°17.82'
VPLQM	QUEEN MARY	N33°45.17' / W118°11.37'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' / W118°02.65'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' / W118°16.32'
VPMDR		N33°59.27' / W118°23.97'
VPNEW	NEWHALL PASS	N34°20.18' / W118°30.72'
VPNUY		N34°09.63' / W118°28.18'
VPPCH		N33°28.07' / W117°40.32'
VPPKC		N34°03.32' / W118°12.83'
VPPOR		N34°00.10' / W117°50.12'
VPRRT		N33°59.37' / W118°16.83'
VPSEP		N34°05.80' / W118°28.63'
VPSFR		N34°17.45' / W118°28.07'
VPSTC	SATICOY BRIDGE	N34°16.62' / W119°08.34'
VPSTK		N34°13.97' / W118°24.60'

## LOS ANGELES SECTIONAL CHART

## WAYPOINT IDENT

## COLLOCATED VFR CHECKPOINT

## LOCATION

VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' /W119°10.39'
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34'

## LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPGTY	GETTY CENTER	N34°04.84' /W118°28.66'
VPLBP	BANNING PASS	N33°56.05' /W116°59.63'
VPLCC	CHAFFEY COLLEGE	N34°08.87' /W117°34.33'
VPLCP	CAJON PASS	N34°18.07' /W117°27.68'
VPLDL	DISNEYLAND	N33°48.72' /W117°55.13'
VPLDP	DANA POINT	N33°27.62' /W117°42.87'
VPLDS	DODGER STADIUM	N34°04.42' /W118°14.42'
VPLFX	91/605 INTERCHANGE	N33°52.38' /W118°06.08'
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10' /W118°18.02'
VPLHF	110/405 FWYS	N33°51.42' /W118°17.10'
VPLHP	HUNTINGTON PIER	N33°39.32' /W118°00.25'
VPLKH	KING HARBOR	N33°50.75' /W118°23.88'
VPLLC	L.A. COLISEUM	N34°00.83' /W118°17.27'
VPLLM	LAKE MATHEWS	N33°50.58' /W117°26.85'
VPLMM	MAGIC MOUNTAIN	N34°26.20' /W118°36.28'
VPLMS	MILE SQUARE PARK	N33°43.40' /W117°56.77'
VPLPD	PRADO DAM	N33°53.40' /W117°38.48'
VPLPP	PACIFIC PALISADES	N34°02.13' /W118°32.15'
VPLQM	QUEEN MARY	N33°45.17' /W118°11.37'
VPLRB	ROSE BOWL	N34°09.67' /W118°10.05'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' /W118°02.65'
VPLSA	SANTA ANA CANYON	N33°52.03' /W117°42.68'
VPLSB	SANTA FE FLOOD BASIN	N34°07.72' /W117°57.30'
VPLSC	STATE COLLEGE	N33°52.97' /W117°53.13'
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87' /W118°29.00'
VPLSP	SIGNAL PEAK	N33°36.33' /W117°48.63'
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07' /W118°21.13'
VPLSS	SANTA SUSANA PASS	N34°16.00' /W118°38.43'
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40' /W118°20.30'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' /W118°16.32'
VPLWT	WATER TANK	N34°10.82' /W118°46.27'
VPNEW	NEWHALL PASS	N34°20.18' /W118°30.72'
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34'

## MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92' /W080°06.93'
VPBOV	_____	N27°57.00' /W080°46.75'
VPCLE	_____	N26°27.07' /W082°00.88'
VPCTE	_____	N26°09.28' /W081°20.70'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDUT	_____	N27°37.70' /W082°09.10'
VPDZE	_____	N27°19.00' /W080°44.17'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' /W080°28.00'
VPFAH	_____	N26°25.40' /W081°29.67'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHRO	_____	N27°05.97' /W082°12.20'
VPHUC	_____	N28°19.87' /W082°43.77'
VPIBR	_____	N27°12.47' /W081°40.22'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPKOE	_____	N24°40.08' /W081°20.55'
VPLYY	_____	N24°49.07' /W080°49.17'
VPMOB	GULFSTREAM PARK	N25°58.57' /W080°08.17'
VPONA	PUMPING STATION	N26°28.30' /W080°26.75'
VPRBI	_____	N25°50.67' /W080°55.18'
VPRNL	_____	N25°22.92' /W080°36.58'
VPWMO	RANGER STATION	N27°03.00' /W080°35.00'

## MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92' /W080°06.93'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' /W080°28.00'
VPMBO	GULFSTREAM PARK	N25°58.57' /W080°08.17'
VPOBA	PUMPING STATION	N26°28.30' /W080°26.75'
VPRBI		N25°50.67' /W080°55.18'
VPRNL	RANGER STATION	N25°22.92' /W080°36.58'

## NEW ORLEANS SECTIONAL CHART

VPGPT	PHILLIPS INLET	N30°25.95' /W089°05.62'
VPLIP		N30°16.23' /W085°59.25'
VMPIA		N30°50.02' /W084°56.63'
VPMOB		N30°23.00' /W088°31.72'
VPRAM		N30°18.95' /W089°35.88'
VPRER		N30°13.87' /W085°20.67'
VPRIV		N30°54.85' /W087°57.82'
VPSAW		N30°49.65' /W089°07.42'
VPTHR		N30°19.93' /W087°08.50'

## NEW YORK HELICOPTER CHART

VPJAY		N40°59.00' /W073°07.00'
VPLYD		N40°57.37' /W073°29.59'
VPROK		N40°52.70' /W073°44.24'

## PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97' /W112°35.20'
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05' /W112°41.38'
VPARM	ARROWHEAD MALL	N33°38.52' /W112°13.48'
VPAWG	AHWAHUCEE GOLF COURSE	N33°19.98' /W111°59.08'
VPAZM	ARIZONA MILLS	N33°23.43' /W111°57.88'
VPBAR	BARTLETT DAM	N33°49.10' /W111°37.92'
VPCCC	COUNTRY CLUB & CANAL	N33°30.73' /W111°50.37'
VPCNL	CANAL	N33°33.23' /W111°46.89°
VPRFB	FIREBIRD LAKE	N33°16.35' /W111°58.10'
VPTFN	FOUNTAIN HILLS	N33°36.12' /W111°42.72'
VPGXL	GILA CROSSING	N33°16.55' /W112°10.08'
VPGPP	GLENDALE POWER PLANT	N33°33.27' /W112°13.00'
VPMAR	MARICOPA	N33°03.42' /W112°02.88'
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53' /W111°49.58'
VPNRV	NEW RIVER	N33°55.08' /W112°08.45'
VPNTT	NORTH TEST TRACK	N33°03.50' /W111°55.83'
VPPIR	PIR	N33°22.52' /W112°18.90'
VPQTR	QUINTERO GOLF COURSE	N33°49.53' /W112°23.58'
VPRVC	RIO VERDE COMMUNITY	N33°44.37' /W111°39.62'
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02' /W112°02.12'
VPSQP	SQUAW PEAK	N33°32.83' /W112°01.27'
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50' /W111°41.37'
VPSTN	SANTAN MOUNTAINS	N33°09.23' /W111°40.92'
VPSTT	SOUTH TEST TRACK	N32°56.25' /W111°59.67'
VPZZZ		N33°20.18' /W111°26.53'

## ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08' /W090°22.42'
VPBPE		N38°23.80' /W090°20.38'
VPCJY	HOLIDAY SHORES	N38°55.00' /W089°56.00'
VPCOJ	WINFIELD DAM	N39°00.28' /W090°41.23'
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18' /W090°16.47'
VPEAZ	BUSCH STADIUM	N38°37.43' /W090°11.55'
VPEDZ	WATER TANKS	N38°45.30' /W090°34.87'
VPEGR	GAS TANKS	N38°35.80' /W090°19.32'
VPEOX	ST PETERS	N38°47.17' /W090°39.25'

**VFR WAYPOINTS**

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00' /W090°43.00'
VPFFY		N38°55.37' /W090°17.30'
VPGPF		N38°35.60' /W090°26.92'
VPGVI		N38°32.30' /W090°27.80'
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88' /W090°10.42'
VPIBO	WATERLOO	N38°20.00' /W090°09.00'
VPJMU	HORSESHOE LAKE	N38°41.00' /W090°05.00'
VPKNY	PACIFIC	N38°29.00' /W090°44.00'
VPLES	ST CHARLES	N38°47.00' /W090°30.00'
VPLIW	SIX FLAGS	N38°30.67' /W090°40.47'
VPLXU	GATEWAY ARCH	N38°37.50' /W090°11.00'
VPNSY	WOOD RIVER REFINERIES	N38°50.00' /W090°05.00'
VPNZY	WENTZVILLE	N38°48.83' /W090°50.98'
VPRAZ	JERSEYVILLE	N39°07.00' /W090°20.00'
VPRMO	FOREST PARK	N38°38.00' /W090°17.00'
VPWKO	COLUMBIA	N38°27.00' /W090°12.00'
VPXXI	MILLSTADT	N38°27.50' /W090°05.68'
VPYID	MOSENTHEIN ISLAND	N38°43.00' /W090°12.25'

**SALT LAKE CITY HELICOPTER CHART**

VPAIR	SALTAIR	N40°44.85' /W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18' /W111°54.23'
VPBRN	BARN	N40°54.28' /W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67' /W111°53.25'
VPCHS		N40°42.28' /W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38' /W112°09.00'
VPCWY	CAUSEWAY	N41°05.37' /W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67' /W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92' /W112°02.27'
VPPPK	FRANCIS PEAK	N41°01.98' /W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28' /W112°11.88'
VPHVE	SPAGHETTI BOWL	N40°43.50' /W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02' /W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80' /W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08' /W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50' /W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50' /W111°53.37'
VPMSH		N41°01.67' /W112°02.47'
VPNSL		N40°50.15' /W111°54.90'
VPNTP		N41°03.57' /W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13' /W112°00.45'
VPOPS	POWER STATION	N41°20.38' /W112°02.78'
VPSEN	STATE PRISON	N40°29.88' /W111°53.62'
VPPPT	PROMONTORY POINT	N41°12.28' /W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42' /W111°54.83'
VPPVO	PROVO CANYON	N40°18.77' /W111°39.45'
VPRWY		N40°48.48' /W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83' /W111°54.85'
VPTIP	SOUTH TIP	N40°50.93' /W112°10.92'
VPWBR	WEBER CANYON	N41°08.17' /W111°54.83'
VPWBT		N40°38.00' /W112°03.33'

**SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART**

VPAIR	SALTAIR	N40°44.85' /W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18' /W111°54.23'
VPBRN	BARN	N40°54.28' /W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67' /W111°53.25'
VPCHS		N40°42.28' /W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38' /W112°09.00'
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30' /W111°53.43'
VPCWY	CAUSEWAY	N41°05.37' /W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67' /W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92' /W112°02.27'
VPPPK	FRANCIS PEAK	N41°01.98' /W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28' /W112°11.88'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50' /W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02' /W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80' /W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08' /W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50' /W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50' /W111°53.37'
VPMSH	_____	N41°01.67' /W112°02.47'
VPNSL	_____	N40°50.15' /W111°54.90'
VPNTP	_____	N41°03.57' /W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13' /W112°00.45'
VPOPS	POWER STATION	N41°20.38' /W112°02.78'
VPPEN	STATE PRISON	N40°29.88' /W111°53.62'
VPPPT	PROMONTORY POINT	N41°12.28' /W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42' /W111°54.83'
VPPVO	PROVO CANYON	N40°18.77' /W111°39.45'
VPRWY	_____	N40°48.48' /W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83' /W111°54.85'
VPTIP	SOUTH TIP	N40°50.93' /W112°10.92'
VPUOU	U OF U EVENTS CENTER	N40°45.73' /W111°50.28'
VPWBR	WEBER CANYON	N41°08.17' /W111°54.83'
VPWB7	_____	N40°38.00' /W112°03.33'
VPZOO	HOGLE ZOO	N40°45.00' /W111°48.95'

**SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART**

VPLDP	DANA POINT	N33°27.62' /W117°42.87'
VPLSP	SIGNAL PEAK	N33°36.33' /W117°48.63'
VPOCN	_____	N33°14.15' /W117°26.63'
VPSBC	BARONA CASINO	N32°56.25' /W116°52.60'
VPSBL	_____	N33°05.18' /W117°18.55'
VPSBM	BLACK MOUNTAIN	N32°58.87' /W117°07.00'
VPSCF	_____	N32°48.55' /W117°09.17'
VPSCM	COWLES MOUNTAIN	N32°48.72' /W117°01.97'
VPSCP	CRYSTAL PIER	N32°47.77' /W117°15.42'
VPSCR	_____	N32°39.37' /W117°07.30'
VPSFB	IRON MOUNTAIN	N32°58.25' /W116°57.33'
VPSLJ	LAKE JENNINGS	N32°51.53' /W116°53.28'
VPSMB	_____	N32°45.57' /W117°12.22'
VPSMP	_____	N32°22.70' /W117°36.75'
VPSMS	MOUNT SOLEDAD	N32°50.40' /W117°15.10'
VPSMV	_____	N32°45.75' /W117°09.80'
VPSMW	MOUNT WOODSON	N33°00.52' /W116°58.23'
VPSOP	OTAY MESA PRISON	N32°35.82' /W116°55.28'
VPSOT	LOWER OTAY LAKE	N32°37.73' /W116°55.38'
VPSPL	SOUTH POINT LOMA	N32°39.90' /W117°14.55'
VPSPP	POWER PLANT	N33°08.25' /W117°20.23'
VPSQS	QUALCOMM STADIUM	N32°46.98' /W117°07.23'
VPSRT	DEL MAR RACE TRACK	N32°58.58' /W117°15.95'
VPSSM	SAN MIGUEL MOUNTAIN	N32°41.78' /W116°56.18'
VPSSV	SAN VICENTE ISLAND	N32°55.53' /W116°55.00'
VPSTP	TORREY PINES GOLF COURSE	N32°54.17' /W117°14.68'
VPSVA	_____	N33°11.48' /W117°16.38'

**SAN FRANCISCO SECTIONAL CHART**

VPKBG	KINGSBURY GRADE	N38°58.75' /W119°53.20'
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**SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART**

VPALT	ALTAMONT PASS	N38°44.35' /W121°35.42'
VPANT	ANTIOCH BRIDGE	N38°01.45' /W121°45.02'
VPBRR	BENICIA BRIDGE	N38°02.50' /W122°07.45'
VPCAL	CALAVERAS RESERVOIR	N37°28.16' /W121°48.93'
VPCBT	LAKE CHABOT	N37°43.68' /W122°06.94'
VPCOY	COYOTE HILLS	N37°32.50' /W122°05.06'
VPCQZ	CARQUINEZ BRIDGE	N38°03.66' /W122°13.52'
VPCRL	_____	N37°11.00' /W121°41.06'
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56' /W122°21.10'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCSH	CAL STATE UNIVERSITY	N37°39.52' /W122°03.52'
VPDAM	DEL VALLE DAM	N37°36.91' /W121°44.78'
VPDLR		N37°07.00' /W121°47.06'
VPDUB	DUBLIN	N37°42.06' /W121°55.36'
VEPEMB	EMBASSY SUITES	N37°26.05' /W121°53.83'
VPGGF	GOLDEN GATE FIELDS	N37°53.07' /W122°18.71'
VPGIL	GILROY	N37°01.37' /W121°33.99'
VPHHH	HAMILTON	N38°03.58' /W122°30.66'
VPKGO	KGO	N37°31.58' /W122°06.10'
VPLEX	LEXINGTON RESERVOIR	N37°11.66' /W121°59.18'
VPMID	MID-SPAN SAN MATEO BRIDGE	N37°36.28' /W122°11.81'
VPMOR	MORMON TEMPLE	N37°48.46' /W122°11.95'
VPNUM	NUMMI PLANT	N37°29.56' /W121°56.58'
VPPAC		N37°38.00' /W122°32.07'
VPPRU	PRUNEYARD	N37°17.33' /W121°56.01'
VPSSAR	SARATOGA	N37°15.26' /W122°02.33'
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75' /W122°14.35'
VPSTB	STINSON BEACH	N37°54.45' /W122°40.41'
VPSUN	SUNOL GOLF COURSE	N37°34.85' /W121°53.23'
VPUTC	U.T.C.	N37°13.93' /W121°41.35'
VPWAL	WALNUT CREEK	N37°53.78' /W122°04.30'
VPWAM		N37°30.28' /W122°10.00'
VPWFR	CEMENT PLANT	N37°30.88' /W122°12.26'

### TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV		N27°57.00' /W080°46.75'
VPCNY		N28°30.00' /W080°45.00'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDFI		N29°00.17' /W081°20.85'
VPDUT		N27°37.70' /W082°09.10'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPFFU		N28°57.08' /W081°00.33'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHUC		N28°19.87' /W082°43.77'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPLEV		N28°48.00' /W080°52.00'
VPJJA		N29°00.00' /W080°51.00'

### WASHINGTON SECTIONAL CHART

VPACE		N38°07.82' /W076°48.75'
VPAXI		N38°34.57' /W076°20.38'
VPBRA		N36°13.75' /W076°08.08'
VPGCE		N36°03.90' /W076°36.42'
VPWZO		N36°00.87' /W075°40.07'

**VOR RECEIVER CHECK  
VOR RECEIVER CHECKPOINTS  
AND  
VOR TEST FACILITIES (VOT)**

261

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000-3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

**IDAHO**

**VOR RECEIVER CHECKPOINTS**

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Boise</b> .....	113.3/B0I	A/5000	090	6.2	Over dam outlet S end Lucky Peak Reservoir
<b>Boise</b> (Boise Air Terminal–Gowen Field).....	113.3/B0I	G	275	1.0	On twy C adjacent to the intersection of Twy B at apch end Rwy 28L.
<b>Coeur D'Alene</b> .....	108.8/COE	A/4000	011	9.0	Over amusement park.
<b>Idaho Falls</b> (Idaho Falls Rgnl).....	109.0/IDA	G	208		At intersection of Twys A and A3.
<b>Nez Perce</b> (Lewiston–Nez Perce County).....	108.2/MQG	A/3000	247	6.2	Over tetrahedron on arpt.
<b>Pocatello</b> (Pocatello Rgnl) .....	112.6/PIH	A/5800	034	8.7	Over radio antenna with white storage tanks at base.
<b>Twin Falls</b> (Twin Falls–Sun Valley Reg Joslin Fld) .....	115.8/TWF	G	065	0.8	On runup area at apch end Rwy 25.

**VOR TEST FACILITIES (VOT)**

Facility Name (Airport Name)	Type VOT Freq.	Type Facility	Remarks
<b>Boise</b> .....	116.7	G	

**MONTANA**

**RECEIVER CHECKPOINTS**

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Billings</b> .....	114.5/BIL	A/5000	199	10.5	Over refinery at Laurel.
<b>Bozeman</b> (Gallatin Fld) .....	112.4/BZN	G	272	0.5	Twy at apch end Rwy 12.
	112.4/BZN	G	137	1.0	On runup as at apch end Rwy 30.
<b>Coppertown</b> (Bert Mooney).....	111.6/CPN	A/6600	098	11.5	Over intersection of Rwy 11–29 and 15–33.
<b>Dillon</b> .....	113.0/DLN	A/7000	245	5.0	Over letter 'B' on bluff.
<b>Great Falls</b> (Great Falls Intl) .....	115.1/GTF	G	030	2.3	At intersection of Twys A and A3.
	115.1/GTF	G	030	2.9	On Twy A between A5 and A6.
<b>Havre</b> .....	111.8/HVR	A/4000	278	8.0	Over S end of dam.
<b>Helena</b> (Helena Rgnl).....	117.7/HLN	G	238	0.7	On Twy E on South side of Rwy 27.
<b>Kalispell</b> (Glacier Park Intl) .....	108.4/FCA	A/4000	316	6.4	Over apch end Rwy 30.

**VOR RECEIVER CHECK**

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Lewistown</b> (Lewistown Muni) .....	112.0/LWT	A/5200	075	5.6	Over apch end Rwy 07.
<b>Livingston</b> .....	116.1/LVM	A/6500	237	5.5	Over northern most radio twr NE of city.
<b>Miles City</b> (Frank Wiley Field) .....	112.1/MLS	G	036	4.2	On twy leading to Rwy 30.
<b>Missoula</b> (Missoula Intl).....	112.8/MZO	G	344	0.6	Terminal ramp east of Twy D.

**OREGON****VOR RECEIVER CHECKPOINTS**

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Astoria</b> (Astoria Regional) .....	114.0/AST	G	153	.5	East edge of ramp in front of large hangar.
<b>Baker</b> .....	115.3/BKE	A/6000	136	6.7	Over microwave tower on bluff.
<b>Corvallis</b> (Corvallis Muni) .....	115.4/CVO	G	049	0.5	On S edge of terminal ramp.
<b>Eugene</b> (Mahlon Sweet Field) .....	112.9/EUG	G	071	0.5	On ramp immediately W of tower.
<b>Klamath Falls</b> (Klamath Falls).....	115.9/LMT	G	298	1.0	On ramp N of Twy E.
<b>North Bend</b> (North Bend Muni).....	112.1/OTH	G	255	3.5	On circle at intersection twys to Rwy 13-31 and 04-22.
<b>Pendleton</b> (Eastern Oregon Rgnl At Pendleton) .....	114.7/PDT	G	073	3.9	On twy B.
<b>Rogue Valley</b> (Rogue Valley Intl) .....	113.6/OED	A/3000	213	4.8	Over radio tower.
<b>Roseburg</b> (Roseburg Rgnl) .....	108.2/RBG	A/2500	337	3.0	Over S end of Rwy 16-34.
<b>Wildhorse</b> .....	113.8/ILR	A/6500	225	6.0	Over smoke stack.

**VOR TEST FACILITIES (VOT)**

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Portland Int'l</b> .....	111.0	G	
<b>Portland Hillsboro</b> .....	115.2	G	
<b>Rogue Valley Int'l-Medford</b> .....	117.2	G	Unusable on Twy A-6, hangar area W of Twy A-6 and Twy A NW of Twy C.

**WASHINGTON**  
**VOR RECEIVER CHECKPOINTS**

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Ellensburg</b> (Bowers Field) .....	117.9/ELN	A/2300	255	3.5	Over W end of Rwy 07-25.
<b>Ephrata</b> (Ephrata Muni).....	112.6/EPH	A/2300	202	5.8	Over intersection of Rwy 02-20 and 11-29.
<b>Hoquiam</b> (Bowerman) .....	117.7/HQM	A/1100	062	8.4	Over centerline on apch end Rwy 06.
<b>Whatcom</b> (Bellingham Intl) .....	113.0/HUH	A/1700	162	5.4	Over Nooksack River/Interstate 5 Bridge.

# VOR RECEIVER CHECK

263

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Moses Lake</b> (Grant County Intl).....	115.0/MWH	G	155	1.4	On runup area Rwy 32R.
	115.0/MWH	G	194	1.2	On runup area Rwy 04.
	115.0/MWH	G	313	1.0	On runup area Rwy 14L.
<b>Olympia</b> (Olympia Rgnl) .....	113.4/OLM	G	350	0.3	On E runup area Rwy 17.
<b>Paine</b> (Snohomish Co (Paine Fld)).....	110.6/PAE	G	173	0.8	Intersection of Rwy 11 and Twy H.
				1.1	On Twy A-7.
<b>Pasco</b> (Tri-Cities).....	108.4/PSC	G	098		Twy Echo at Rwy 30 run-up area.
<b>Seattle</b> .....	116.8/SEA	A/2000	197	27.0	Over Nisqually River/Interstate 5 bridge.
<b>Seattle</b> .....	116.8/SEA	A/2500	308	19.5	Over NW end of bridge and Hwy 305.
<b>Seattle</b> (Crest Airpark) .....	116.8/SEA	A/2000	107	10.3	Over centerline on apch end Rwy 33.
<b>Tatoosh</b> (Sekiu) .....	112.2/TOU	A/2500	077	12.4	Over AER 08.
<b>Walla Walla</b> (Martin Field) .....	116.4/ALW	A/1500	225	5.6	Over largest hangar.
<b>Walla Walla</b> (Walla Walla Rgnl).....	116.4/ALW	G	035	0.5	At the intersection of Twys A and C.
<b>Wenatchee</b> (Pangborn Mem).....	111.0/EAT	G	105	0.6	On Twy at apch end of Rwy 30.
<b>Yakima</b> .....	116.0/YKM	A/3500	210	4.1	Over single tower on ridge line.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Seattle</b> (Boeing Field/King County Intl) ....	108.6	G	
<b>Seattle</b> (Seattle Tacoma Intl) .....	117.5	G	
<b>Spokane</b> (Felts Field).....	114.0	G	
<b>Spokane Intl</b> .....	109.6	G	

## WYOMING

### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Boysen Reservoir</b> .....	117.8/BOY	A/6500	180	25	Over Riverton VOR.
<b>Jackson</b> (Jackson Hole) .....	115.4/JAC	G	174	0.5	On Twy A, approximately 1,000' S of AER 19.
<b>Muddy Mountain</b> (Casper/Natrona Co Intl)..	116.2/DDY	A/6400	204	13.4	Over intersection Rwy 03-21, 08-26 and 12-30.
<b>Newcastle</b> (Mondell Fld).....	108.2 ECS	A/5500	116	4.9	Over radio towers with strobe lights.
<b>Rawlins</b> (Rawlins Muni) .....	109.4/RWL	A/7500	093	5.5	Bridge over railroad track east of refinery.
	109.4/RWL	G	050	0.8	Runup area Rwy 22.
<b>Rock Springs</b> (Rock Springs-Sweetwater County).....	116.0/OCS	G	270	2.3	Intersection twy to Rwy 09-27.
<b>Sheridan</b> (Sheridan County).....	115.3/SHR	A/5000	129	5.0	Over centerline approach end Rwy 14.

## PARACHUTE JUMPING AREAS

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
<b>IDaho</b>			
Burley .....	13 NM; 035° Burley .....	15,000	Daily SR-SS.
(c) Caldwell Industrial Arpt.....	20 NM; 269° Boise .....	17,500	5 NM radius. 1/2 hour before SR-1 hour after SS.
(c) Star Skydiving Center.....	17 NM; 289° Boise .....	16,000	5NM radius. SR-2 hrs after SS daily.
<b>Montana</b>			
Bozeman Gallatin Fld Arpt.....	1 NM; 038° Bozeman .....	15,000	2 NM radius. SR-SS daily.
(c) Butler Creek .....	19 NM; 296° Missoula .....	2,000 AGL	0.5 NM radius. Occasional use.
Dornblaser Fld.....	5.2 NM; 120° Missoula .....	12,500 AGL	0.5 NM radius. Occasional use.
(c) Grant Creek .....	1.5 NM; 053° Missoula .....	12,500 AGL	0.5 NM radius. Occasional use.
(c) Helena, Ft Harrison .....	6 NM; 265° Helena .....	12,000	1 NM radius. Wed-Sun SR-SS.
Kalispell.....	6 NM; 227° Kalispell .....	14,000	1 NM radius. 0900-SS daily.
(c) Kalispell, Carson Fld Arpt.....	28 NM; 238° Kalispell .....	14,000	2 NM radius. 0800-SS daily.
Kalispell, City Arpt.....	6 NM; 230° Kalispell .....	14,000 AGL	2 NM radius. 0800-SS daily.
(c) Laurel Muni Arpt.....	9 NM; 208° Billings .....	14,500	2 NM radius. Daily SR-SS.
Livingston, Mission Fld.....	1 NM; 010° Livingston .....	14,500	2 NM radius. Daily SR-SS.
(c) Missoula Intl Arpt .....	1.4 NM; 315° Missoula .....	1,500 AGL	0.5 NM radius. May-Sep daily SR-SS, Oct-Apr occasional use.
Nine Mile R.S. .....	17 NM; 289° Missoula .....	2,000 AGL	0.5 NM radius. Occasional use.
(c) Raser Ranch .....	2 NM; 357° Missoula .....	3,000 AGL	0.5 NM radius Apr-Oct occasional use.
Roundup Arpt.....	40 NM; 351° Billings .....	14,500	Weekends SR-SS.
(c) Six Mile .....	15 NM; 300° Missoula .....	2,000 AGL	0.5 NM radius. Occasional use.
(c) Stevensville Arpt.....	25 NM; 162° Missoula .....	14,000	1 NM radius. Wed and weekends SR-SS.
Stoney Creek .....	17 NM; 296° Missoula .....	2,000 AGL	0.5 NM radius. Occasional use.
Three Forks Arpt.....	18 NM; 275° Bozeman .....	14,500	2 NM radius. Daily SR-SS.
University Campus.....	5 NM; 108° Missoula .....	12,500 AGL	0.5 NM radius. Occasional use.
West Yellowstone, Yellowstone Arpt.....	60 NM; 034° DuBois .....	1,500 AGL	June-Sep.
<b>Oregon</b>			
(c) Albany, Northwest Parachute Club .....	18 NM; 032° Corvallis .....	13,000	2 NM radius. SR-1 hr after SS Wed-Sun. Occasional hours Mon-Tue.
(c) Creswell, Hobby Fld.....	15 NM; 120° Eugene .....	15,000	5 NM radius. SR-SS daily.
(c) Estacada, Beaver Oaks Arpt.....	25 NM; 076° Newberg .....	13,000 AGL	1.5 NM radius. 0800-2300 Daily.
(c) Hermiston Muni Arpt.....	16 NM; 280° Pendleton .....	15,000	2 NM radius. SR-SS weekends. Occasional hours weekdays.
(c) Medford, Beagle Sky Ranch Arpt.....	5 NM; 350° Rogue Valley .....	14,000	Daily SR-2200.
(c) Molalla, Sky Dive Oregon Arpt.....	19 NM; 110° Newberg .....	14,500	5 NM radius. 0800-2200, Daily.
(c) Redmond, Cline Falls Air Park Arpt....	3 NM; 010° Deschutes .....	13,000	3 NM radius. 0800-2100.

# PARACHUTE JUMPING AREAS

265

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
<b>WASHINGTON</b>			
(c) Coupeville NOLF .....	5 NM; 110° Penn Cove .....	12,500 AGL	2 NM radius. Occasional use.
Fort Lewis, Abrams Drop Zone .....	7.5 NM; 200° McChord.....	10,000	1 NM radius. Occasional use.
Fort Lewis, Anzio Drop Zone.....	9 NM; 160° McChord.....	10,000	0.3 NM radius. Occasional use.
Fort Lewis, Dakto Drop Zone.....	7.5 NM; 175° McChord.....	10,000	0.3 NM radius. Occasional use.
Fort Lewis, Darby Drop Zone.....	8.5 NM; 097° Olympia .....	10,000	0.5 NM radius. Occasional use.
Fort Lewis, El Guettar Drop Zone .....	7.5 NM; 092° Olympia .....	10,000	0.3 NM radius. Occasional use.
Fort Lewis, Gray AAF Drop Zone.....	6 NM; 210° McChord.....	10,000	1 NM radius. Occasional use.
Fort Lewis, Marion Drop Zone .....	11 NM; 190° McChord.....	10,000	1 NM radius. Occasional use.
Fort Lewis, Merrill Drop Zone.....	9 NM; 092° Olympia .....	10,000	0.5 NM radius. Occasional use.
Fort Lewis, Mytkina Drop Zone.....	10 NM; 065° Olympia .....	10,000	1 NM radius. Occasional use.
Fort Lewis, Point Salinas Drop Zone .....	7.5 NM; 201° McChord.....	10,000	1 NM radius. Occasional use.
Fort Lewis, Pointe De Hoc Drop Zone ..	11.5 NM; 192° McChord .....	10,000	0.25 NM radius. Occasional use.
Fort Lewis, Rogers Drop Zone.....	7 NM; 155° McChord.....	10,000	0.5 NM radius. Occasional use.
Fort Lewis, Solo Drop Zone .....	6.5 NM; 245° McChord.....	10,000	1 NM radius. Occasional use.
(c) Kapowsin Fld .....	13 NM; 110° McChord .....	16,000	2 NM radius. 0700-2300 daily.
Kennewick, Vista Field .....	5.1 NM; 217° Pasco.....	14,500	1 NM radius. SR-SS weekends, 1700-SS weekdays, Apr-Nov. <b>126.4</b>
(c) Larson Drop Zone.....	17 NM; 217° Moses Lake .....	3,000	Continuous. Personnel and hyv equip. <b>Grant Co Intl Tower</b>
Monroe, Firstair Fld .....	14 NM; 091° Paine .....	12,500	0.5 mi radius. Daily SR-SS.
(c) Richland Arpt.....	8 NM; 270° Pasco.....	13,000	2 NM radius. Continuous.
(c) Ritzville, West Plains Skydiving Drop Zone .....	36.4 NM; 207° Spokane .....	15,000	2 NM radius. SR-SS weekends, 1700-SS weekdays. Heavy use Apr-Nov.
(c) Shelton, Sanderson Fld Arpt .....	19 NM; 309° Olympia .....	14,000	2 NM radius. Daily 0800-2300.
(c) Snohomish, Harvey Fld.....	7 NM; 078° Paine .....	15,000	2 NM radius. Continuous.
(c) Snohomish, Harvey Fld.....	8 NM; 075° Paine .....	15,000	1 NM radius. Continuous.
(c) Spokane, Hayford Drop Zone.....	12 NM; 340° Spokane .....	10,000	0.5 NM radius. Occasional use.
(c) Tacoma, McChord AFB .....	28 NM, 181° Seattle .....	15,000	Weekends and occasional nights.
(c) Tekoa, Willard Fld .....	31 NM; 110° Spokane .....	12,500	1 NM radius. Daily.
(c) Toledo, Ed Carlson Mem Fld-South Lewis Co.....	30 NM; 150° Olympia .....	12,500	5 NM radius. Continuous.

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

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## BILLINGS SECTIONAL 78th Edition, 27 Aug 2009

### OBSTRUCTIONS

**27 Aug 2009** No Major Changes.

**22 Oct 2009** Add obst 2409' MSL (310' AGL)UC, 46°33'37"N, 101°12'48"W.

Add obst 1981' MSL (295' AGL)UC, 46°23'06"N, 100°37'17"W.

Add obst 2361' MSL (260' AGL)UC, 47°34'40"N, 100°36'13"W.

Add obst 2237' MSL (260' AGL)UC, 47°24'38"N, 100°35'22"W.

Add obst 2437' MSL (260' AGL)UC, 46°31'55"N, 101°33'11"W.

### AIRPORTS

**27 Aug 2009** No Major Changes.

**22 Oct 2009** Delete MORGAN arpt, 49°00'00"N, 107°49'32"W.

Delete DORBRINSKI arpt, 47°53'52"N, 101°51'17"W.

Delete LOHSE arpt, 48°34'43"N, 103°27'59"W.

BELLE CREEK arpt abandoned, 45°07'30"N, 105°05'32"W.

### NAVAIDS

**27 Aug 2009** No Major Changes.

**22 Oct 2009** Delete PARSHALL NDB, 47°56'10"N, 102°08'14"W.

### AIRSPACE

**27 Aug 2009** No Major Changes.

**22 Oct 2009** Add PLENTYWOOD, MT Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Plentywood Sher-Wood Airport; and that airspace extending upward from 1,200 feet above the surface of the earth bounded by a line beginning at 49°00'00"N, 105°02'00"W; to 49°00'00"N, 104°02'00"W; to 48°32'35"N, 104°02'00"W; to 48°27'00"N, 104°11'12"W; to 48°40'00"N, 105°02'00"W; thence to the point of origin.

### SPECIAL USE AIRSPACE

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

### MILITARY TRAINING ROUTES

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

### MISCELLANEOUS

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

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**CF-16 WORLD AERONAUTICAL CHART**  
**38th Edition, 15 Jan 2009**

**OBSTRUCTIONS**

**12 Mar 2009 – 22 Oct 2009** No Major Changes.

**AIRPORTS**

**12 Mar 2009 – 22 Oct 2009** No Major Changes.

**NAVAIDS**

**12 Mar 2009** Change ROME VORTAC freq from 122.5 to 112.5, 42°35'26"N, 117°52'05"W.

**7 May 2009 – 22 Oct 2009** No Major Changes.

**AIRSPACE**

**12 Mar 2009 – 22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**12 Mar 2009 – 22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**12 Mar 2009 – 22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**12 Mar 2009 – 22 Oct 2009** No Major Changes.

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**CHEYENNE SECTIONAL**  
**80th Edition, 30 Jul 2009**

**OBSTRUCTIONS**

**27 Aug 2009** Add windmill farm, 6365'UC is highest MSL, 43°04'40"N, 105°50'43"W.  
Add obst 6988'MSL (407'AGL)UC, 41°0823"N, 104°59'52"W.

**22 Oct 2009** Add obst 7523'MSL (263'AGL)UC, 41°3915"N, 106°04'16"W.

Add obst 7508'MSL (391'AGL)UC, 41°4022"N, 105°59'52"W.

Add obst 5157'MSL (258'AGL)UC, 42°4104"N, 103°55'53"W.

**AIRPORTS**

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

**NAVAIDS**

**27 Aug 2009** Delete ANTELOPE NDB, 41°36'15"N, 109°00'06"W.

**22 Oct 2009** No Major Changes.

**AIRSPACE**

**27 Aug 2009** Add RUSHVILLE, NE Class E: That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Modisett airport.

**22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

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**GREAT FALLS SECTIONAL****77th Edition, 2 Jul 2009****OBSTRUCTIONS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add obst 4190' MSL (300' AGL) UC, 48°32'20"N, 112°14'12"W.  
Add windmill farm 4208' UC is highest MSL, 48°32'01"N, 112°08'37"W.**22 Oct 2009** No Major Changes.**AIRPORTS****2 Jul 2009** No Major Changes.**27 Aug 2009** Delete COTTONTAIL arpt, 46°07'56"N, 110°02'50"W.  
Delete FRAMPTON arpt, 47°58'43"N, 115°46'05"W.  
Change MISSOULA INTL ATCT freq from 387.1 to 377.175, 46°54'59"N, 114°05'26"W.**22 Oct 2009** No Major Changes.**NAVAIDS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add LEENY NDB, freq 347, ident (LEN), class MHW, 47°44'34"N, 116°57'40"W.**22 Oct 2009** No Major Changes.**AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

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**KLAMATH FALLS SECTIONAL****81st Edition, 24 Sep 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** Delete RED & WHITE arpt, 43°07'09"N, 121°02'41"W.  
Delete UNITY arpt, 44°27'05"N, 118°11'12"W.**NAVAIDS****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** Add NORTH BEND, OR Class D: That airspace extending upward from the surface to and including 2500 feet MSL within a 4.2-mile radius of the Southwest Oregon Regional Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

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**SALT LAKE CITY HELICOPTER ROUTE CHART****3rd Edition, 26 Oct 2006****OBSTRUCTIONS****23 Nov 2006 – 22 Oct 2009** No Major Changes.**AIRPORTS****23 Nov 2006 – 10 Apr 2008** No Major Changes.**5 Jun 2008** Delete PAYNE arpt, 41°05'54"N, 112°06'56"W.

Delete WARD heli, 40°35'59"N, 111°48'03"W.

**31 Jul 2008 – 20 Nov 2008** No Major Changes.**20 Nov 2008** Delete CHANNEL 4 heli, 40°43'57"N, 111°57'20"W.**15 Jan 2009 – 22 Oct 2009** No Major Changes.**NAVAIDs****23 Nov 2006 – 22 Oct 2009** No Major Changes.**AIRSPACE****23 Nov 2006 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****23 Nov 2006 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****23 Nov 2006 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****23 Nov 2006 – 22 Oct 2009** No Major Changes.

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**SALT LAKE CITY SECTIONAL****82nd Edition, 22 Oct 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** No Major Changes.**NAVAIDs****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

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**SALT LAKE CITY TERMINAL AREA CHART****41st Edition, 22 Oct 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** No Major Changes.**NAVAIDs****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

## SEATTLE SECTIONAL

### 77th Edition, 4 Jun 2009

**OBSTRUCTIONS**

- 2 Jul 2009** Add obst 550' MSL (215' AGL), 49°02'34"N, 122°49'03"W.  
**27 Aug 2009** Add obst 2337' MSL (255' AGL)UC, 48°00'59"N, 122°55'39"W.  
 Add windmill farm 2971'UC is highest MSL, 45°41'23"N, 120°53'05"W.  
**22 Oct 2009** Add obst 1310' MSL(226' AGL), 45°05'38"N, 123°57'21"W.  
 Add obst 3755' MSL(250' AGL)UC, 45°35'08"N, 118°35'01"W.  
 Add obst 2156' MSL(316' AGL), 46°01'02"N, 122°46'44"W.

**AIRPORTS**

- 2 Jul 2009** Delete COLLINS arpt, 44°44'59"N., 120°12'04"W.  
 Add RP 15R to HARVEY arpt, 47°54'18"N., 122°06'10"W.  
**27 Aug 2009** Add CTAF 122.8 at APEX arpt, 47°39'24"N, 122°43'59"W.  
 Add CTAF 122.9 at PAGE arpt, 46°00'59"N, 118°22'14"W.  
 Add RP 35 to APEX arpt, 47°39'24"N, 122°43'59"W.  
**22 Oct 2009** Change RP 33 to RP 34 at RENTON MUNI arpt, 47°29'35"N, 122°12'57"W.  
 Change RP 8, 11 to RP 8, 12 at LEWISTON-NEZ PERCE CO arpt, 46°22'28"N, 117°00'55"W.  
 Delete UNITY arpt, 44°27'04"N, 118°11'12"W.

**NAVAIDS**

- 2 Jul 2009** No Major Changes.  
**27 Aug 2009** Add LEENY NDB, freq 347, ident (LEN), class MHW, 47°44'34"N, 116°57'40"W.  
**22 Oct 2009** No Major Changes.

**AIRSPACE**

- 2 Jul 2009** Add ABBOTSFORD, BC, CANADA Transition Area. The airspace above 1500' AGL within the area bounded by a line beginning at 49°00'08.80"N, 122°11'12.69"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W to 49°06'30.70"N, 122°18'12.85"W to 49°09'05.09"N, 122°17'43.73"W to 49°11'19.42"N, 121°57'23.50"W to 49°08'37.52"N, 121°57'23.50"W to 49°00'08.70"N, 122°09'41.40"W thence westerly along the Canada-United States boundary to 49°00'08.80"N, 122°11'12.69"W point of beginning.  
 Revise VANCOUVER, BC, CANADA Transition Area. The airspace above 1200' AGL within the area bounded by a line beginning at 48°59'08.26"N, 123°52'21.39"W thence clockwise along the arc of a circle of 30 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°28'08.65"N, 123°49'14.20"W to 49°18'51.32"N, 123°27'28.66"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'40.43"N, 123°30'44.17"W to 48°50'20.23"N, 123°30'36.04"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°59'08.26"N, 123°52'21.39"W point of beginning.  
 Add VICTORIA, BC, CANADA Transition Area. The airspace above 1200' AGL within the area bounded by a line beginning at 48°43'41.69"N, 123°08'48.26"W to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°49'52.40"N, 123°00'30.60"W Canada-United States boundary to 48°46'01.60"N, 123°00'30.60"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W point of beginning.  
 Add VICTORIA HARBOUR, BC, CANADA Transition Area. The airspace above 700' AGL within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'28.32"N, 123°15'00.24"W thence south along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W point of beginning.  
 Revise VANCOUVER, BC, CANADA Terminal Control Area. Class D airspace above 1200' AGL to 2500' within the area bounded by a line beginning at 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'08.00"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°50'20.23"N, 123°30'36.04"W to 49°11'40.43"N, 123°30'44.17"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°00'07.50"N, 123°19'53.57"W to 49°00'07.50"N, 123°19'20.10"W thence south-east along the Canada-United States boundary to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W thence west along the Canada-United States boundary to 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary point of beginning.  
 Class D airspace above 1500' to 2500' within the area bounded by a line beginning at 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary to 49°01'55.68"N, 122°45'36.99"W to 49°01'56.09"N, 122°33'17.10"W to 49°00'07.92"N, 122°33'17.10"W thence west along the Canada-United States boundary to 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary point of beginning. Class C airspace above 1200' to 2500' within the area bounded by a line beginning at 49°07'14.40"N, 123°02'42.13"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°15'16.31"N, 123°01'44.14"W to 49°15'16.95"N, 122°53'19.25"W to 49°07'14.73"N, 122°53'19.25"W to 49°07'14.40"N, 123°02'42.13"W point of beginning.

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Class C airspace above 2500' to 4500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'07.78"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°59'08.26"N, 123°52'21.39"W thence clockwise along the arc of a circle of 30 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'27.86"N, 123°56'36.76"W to 49°18'12.62"N, 124°03'22.44"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°30'52.39"N, 123°55'41.18"W to 49°18'51.32"N, 123°27'28.66"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°23'53.71"N, 123°17'43.39"W to 49°20'08.72"N, 123°15'37.38"W to 49°20'04.85"N, 123°03'25.40"W to 49°18'50.01"N, 123°01'44.09"W to 49°15'16.31"N, 123°01'44.14"W to 49°15'17.00"N, 122°45'30.28"W thence clockwise along the arc of a circle of 3 miles radius centered on 49°12'58.00"N, 122°42'36.00"W to 49°14'11.84"N, 122°38'25.62"W to 49°07'16.72"N, 122°33'41.11"W thence clockwise along the arc of a circle of 3 miles radius centered on 49°06'03.00"N, 122°37'51.00"W to 49°06'02.91"N, 122°33'17.10"W to 49°00'07.92"N, 122°33'17.10"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning. Note: The Vancouver TCA also contains that portion of airspace, south of the Canada-United States boundary, within 16 NM of the Vancouver VOR that is defined in U.S. publications.

Class C airspace above 4500' to 6500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'07.78"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°57'01.19"N, 123°59'13.76"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°30'52.39"N, 123°55'41.18"W to 49°18'51.32"N, 123°27'28.66"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°23'53.71"N, 123°17'43.39"W to 49°20'08.72"N, 123°15'37.38"W to 49°20'04.85"N, 123°03'25.40"W to 49°18'50.00"N, 123°01'44.09"W to 49°18'50.00"N, 122°32'37.30"W to 49°09'05.09"N, 122°17'43.73"W to 49°06'30.70"N, 122°18'12.85"W to 49°06'30.52"N, 122°14'10.65"W thence clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°00'08.80"N, 122°11'12.69"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Class C airspace above 700' AGL to 6500' within the area bounded by a line beginning at 48°32'53.59"N, 123°31'08.11"W to 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°50'20.23"N, 123°30'36.04"W thence counter-clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°48'09.82"N, 123°23'38.13"W to 48°45'45.19"N, 123°24'07.78"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°32'53.59"N, 123°31'08.11"W point of beginning.

Class C airspace above 3000' to 6500' within the area bounded by a line beginning at 48°26'24.52"N, 123°33'56.16"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W to 48°32'53.59"N, 123°31'08.11"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°32'14.86"N, 123°29'08.95"W to 48°27'33.05"N, 123°31'42.78"W to 48°26'24.52"N, 123°33'56.16"W point of beginning.

Class C airspace above 3500' to 6500' within the area bounded by a line beginning at 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 40 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°42'23.14"N, 123°52'10.08"W thence clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°54'35.83"N, 123°38'35.92"W thence counter-clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°50'20.23"N, 123°30'36.04"W thence counter-clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W point of beginning.

Class C airspace above 5500' to 6500' within the area bounded by a line beginning at 48°47'32.39"N, 123°49'18.43"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°57'01.19"N, 123°59'13.76"W to 49°01'15.10"N, 123°45'27.84"W thence counter-clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°54'35.83"N, 123°38'35.92"W thence counter-clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°47'32.39"N, 123°49'18.43"W point of beginning.

Class C airspace above 3200' to 6500' within the area bounded by a line beginning at 49°18'51.32"N, 123°27'28.66"W to 49°21'02.94"N, 123°32'35.37"W thence clockwise along the arc of a circle of 17 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°27'39.24"N, 123°19'50.04"W to 49°23'53.71"N, 123°17'43.39"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°18'51.32"N, 123°27'28.66"W point of beginning.

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Class C airspace above 5000' to 6500' within the area bounded by a line beginning at 49°21'02.94"N, 123°32'35.37"W to 49°24'19.57"N, 123°40'15.43"W thence clockwise along the arc of a circle of 23 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°33'16.91"N, 123°23'00.30"W to 49°27'39.24"N, 123°19'50.04"W thence counter-clockwise along the arc of a circle of 17 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°21'02.94"N, 123°32'35.37"W point of beginning. Class C airspace above 5500' to 6500' within the area bounded by a line beginning at 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary point of beginning.

Class C airspace above 6500' to 8500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 40 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°42'23.14"N, 123°52'10.08"W thence clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°47'32.39"N, 123°49'18.43"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°38'57.73"N, 123°44'29.36"W to 49°37'01.00"N, 123°25'07.00"W to 49°21'58.65"N, 122°19'50.73"W to 49°25'47.09"N, 121°49'42.65"W thence clockwise along the arc of a circle of 55 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Class C airspace above 8500' to 9500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 40 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°42'23.14"N, 123°52'10.08"W thence clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°47'32.39"N, 123°49'18.43"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°21'58.65"N, 122°19'50.73"W to 49°25'47.09"N, 121°49'42.65"W thence clockwise along the arc of a circle of 55 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Class C airspace above 9500' to 12,500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 45 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°09'04.26"N, 124°18'39.45"W to 49°25'16.60"N, 124°00'12.25"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°28'56.32"N, 123°57'28.70"W to 49°36'49.14"N, 124°08'05.46"W thence clockwise along the arc of a circle of 45 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°23'54.25"N, 122°04'44.02"W to 49°25'48.80"N, 121°49'41.00"W thence clockwise along the arc of a circle of 55 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Revise ABBOTSFORD, BC, CANADA Class C Control Zone. The airspace to 4500' (4300' AAE) within the area bounded by a line beginning at 49°00'07.92"N, 122°33'17.10"W to 49°01'56.09"N, 122°33'17.10"W to 49°01'56.93"N, 122°29'12.14"W thence clockwise along the arc of a circle of 5 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.75"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W thence clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°00'08.80"N, 122°11'12.69"W thence westerly along the Canada-United States boundary to 49°00'07.92"N, 122°33'17.10"W point of beginning. Note: The Abbotsford Control Zone also contains a portion south of the Canada-United States boundary that is defined in U.S. publications.

Revise BOUNDARY BAY, BC, CANADA Class C Control Zone. The airspace to 1000' (1000' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°05'05.00"W to 49°05'50.73"N, 123°05'05.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°07'14.40"N, 123°02'42.13"W to 49°07'14.68"N, 122°57'30.00"W to 49°00'07.73"N, 122°57'30.00"W thence westerly along the Canada-United States boundary to 49°00'07.50"N, 123°05'05.00"W point of beginning. The airspace above 1000' (1000' AAE) to 2500' (2500' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°05'05.00"W to 49°05'50.73"N, 123°05'05.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°07'14.40"N, 123°02'42.13"W to 49°07'14.71"N, 122°51'19.49"W to 49°00'07.75"N, 122°51'19.49"W thence westerly along the Canada-United States boundary to 49°00'07.50"N, 123°05'05.00"W point of beginning.

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Revise VICTORIA, BC, CANADA Class C Control Zone. The airspace to 2500' (2400' AAE) within the area bounded by a line beginning at 48°38'28.32"N, 123°15'00.24"W Canada-United States boundary thence clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary to 48°38'28.32"N, 123°15'00.24"W Canada-United States boundary point of beginning.

Add VANCOUVER OUTER CONTROL ZONE, BC, CANADA Class C Control Zone. The airspace above 800' (800' AAE) to 2500' within the area bounded by a line beginning at 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary to 49°00'07.50"N, 123°19'53.57"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°20'10.99"N, 123°25'56.81"W to 49°20'08.72"N, 123°15'37.38"W to 49°16'36.06"N, 123°13'38.60"W to 49°16'36.00"N, 123°18'33.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°05'50.73"N, 123°05'05.00"W to 49°00'07.50"N, 123°05'05.00"W to 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary point of beginning.

Revise VANCOUVER OUTER CONTROL ZONE, BC, CANADA Class D Control Zone. The airspace to 800' (800' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary to 49°00'07.50"N, 123°19'53.57"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°20'10.99"N, 123°25'56.81"W to 49°20'08.72"N, 123°15'37.38"W to 49°16'36.06"N, 123°13'38.60"W to 49°16'36.00"N, 123°18'33.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°05'50.73"N, 123°05'05.00"W to 49°00'07.50"N, 123°05'05.00"W to 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary point of beginning.

Revise NANAIMO, BC, CANADA Class E Control Zone. The airspace to 2500' (2400' AAE) within the area bounded by a line beginning at 49°02'25.14"N, 123°44'41.34"W thence clockwise along the arc of a circle of 5 miles radius centered on 49°03'08.00"N, 123°52'13.00"W to 49°07'25.23"N, 123°48'17.55"W to 49°02'25.14"N, 123°44'41.34"W point of beginning.

Revise VANCOUVER, BC, CANADA Class D Transponder Airspace. The airspace above 1200' AGL to 2500' within the area bounded by a line beginning at 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'08.00"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°50'20.23"N, 123°30'36.04"W to 49°11'40.43"N, 123°30'44.17"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°00'07.50"N, 123°19'20.10"W thence south-east along the Canada-United States boundary to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W thence west along the Canada-United States boundary to 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary point of beginning.

Add ABBOTSFORD, BC, CANADA Class D Transponder Airspace. The airspace above 1500' to 2500' within the area bounded by a line beginning at 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary to 49°01'55.68"N, 122°45'36.99"W to 49°01'56.09"N, 122°33'17.10"W to 49°00'07.92"N, 122°33'17.10"W thence west along the Canada-United States boundary to 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary point of beginning.

Add VANCOUVER OUTER CONTROL ZONE, BC, CANADA Class D Transponder Airspace. The airspace to 800' (800' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary to 49°00'07.50"N, 123°19'53.57"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°20'10.99"N, 123°25'56.81"W to 49°20'08.72"N, 123°15'37.38"W to 49°16'36.06"N, 123°13'38.60"W to 49°16'36.00"N, 123°18'33.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°05'50.73"N, 123°05'05.00"W to 49°00'07.50"N, 123°05'05.00"W to 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary point of beginning.

Add ABBOTSFORD, BC, CANADA Class E Transponder Airspace. The airspace above 1500' AGL within the area bounded by a line beginning at 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W to 49°06'30.70"N, 122°18'12.85"W to 49°09'05.09"N, 122°17'43.73"W to 49°11'19.42"N, 121°57'23.50"W to 49°08'37.52"N, 121°57'23.50"W to 49°00'08.70"N, 122°09'41.40"W thence westerly along the Canada-United States boundary to 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary point of beginning.

Add VANCOUVER, BC, CANADA Class E Transponder Airspace. The airspace above 1200' AGL within the area bounded by a line beginning at 48°59'08.26"N, 123°52'21.39"W thence clockwise along the arc of a circle of 30 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°28'08.65"N, 123°49'14.20"W to 49°18'51.32"N, 123°27'28.66"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'40.43"N, 123°30'44.17"W to 48°50'20.23"N, 123°30'36.04"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°59'08.26"N, 123°52'21.39"W point of beginning.

Add VICTORIA, BC, CANADA Class E Transponder Airspace. The airspace above 1200' AGL within the area bounded by a line beginning at 48°43'41.69"N, 123°08'48.26"W to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°49'52.40"N, 123°00'30.60"W Canada-United States boundary to 48°46'01.60"N, 123°00'30.60"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W point of beginning.

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Add VICTORIA HARBOUR, BC, CANADA Class E Transponder Airspace. The airspace above 700' AGL within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'28.32"N, 123°15'00.24"W thence south along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

**27 Aug 2009 PORTLAND INSET:** Add VANCOUVER, WA Class D: That airspace extending upward from the surface to but not including 1,100 feet MSL in an area bounded by a line beginning at the point where the 019° bearing from Pearson Field intersects the 5-mile arc from Portland International Airport extending southeast to a point 1 1/2 miles east of Pearson Field on the extended centerline of Runway 8/26, and thence south to the north shore of the Columbia River, thence west via the north shore of the Columbia River to the 5-mile arc from Portland International Airport and thence clockwise via the 5-mile arc to point of beginning. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

**22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**2 Jul 2009** Revise CYA145(H) VICTORIA/SALTSpring ISLAND, BC, CANADA. Designated Altitude will read: Surface to 4000'.

**27 Aug 2009 – 22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**2 Jul 2009 – 22 Aug 2009** No Major Changes.

**MISCELLANEOUS**

**2 Jul 2009 – 22 Aug 2009** No Major Changes.

**SEATTLE TERMINAL AREA CHART**

72nd Edition, 4 Jun 2009

**OBSTRUCTIONS**

**2 Jul 2009** No Major Changes.

**27 Aug 2009** Add obst 2337'MSL (255'AGL)UC, 48°00'59"N, 122°55'39"W.

**22 Oct 2009** No Major Changes.

**AIRPORTS**

**2 Jul 2009** Add RP 15R to HARVEY arpt, 47°54'18"N, 122°06'10"W.

**27 Aug 2009** Add CTAF 122.8 at APEX arpt, 47°39'24"N, 122°43'59"W.

Add RP 35 to APEX arpt, 47°39'24"N, 122°43'59"W.

**22 Oct 2009** Change RP 33 to RP 34 at RENTON MUNI arpt, 47°29'35"N, 122°12'57"W.

**NAVAIDS**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**AIRSPACE**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**SPECIAL USE AIRSPACE**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**MILITARY TRAINING ROUTES**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**MISCELLANEOUS**

**2 Jul 2009 – 22 Oct 2009** No Major Changes.

**SUPPLEMENTAL COMMUNICATION REFERENCE**

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

**UNITED STATES**

FACILITY NAME	CHART & PANEL
Frankfort, IL (LL4Ø)	L-28H
Chicago App/Dep Con 133.1 285.6	
Glasgow Industrial, MT (Ø7MT)	H-1E, 2F, L-13D
Salt Lake Center App/Dep Con 126.85 305.2	
USAF Academy Bullseye Aux Airstrip, CO (C09Ø)	L-10F
ASOS 118.325	
West Kentucky Airpark, KY (5KY3)	L-16I
Memphis Center App/Dep Con 133.65 292.15	
William P Gwinn, FL (Ø6FA)	H-8I, L-23C
Gwinn Tower 120.4 314.6 (Mon-Fri 1300-2100Z‡)	
Gnd Con 121.65 279.25	

**CANADA**

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXX)	H-1B, L-12F
ATIS 119.8 (1500-0700Z‡)	
Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8	
Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-0700Z‡) Gnd Con 121.8	
MF 119.4 295.0 (0700-1500Z‡) (Shape irregular to 4500')	
Amos/Magny, QC (CYEY)	H-11B
Montreal Center App/Dep Con 125.9	
Atikokan Muni, ON (CYIB)	L-14I
MF 122.3 (5 NM to 4500' No ground station)	
Barrie-Orillia (Lake Simcoe Rgnl), ON (CNB9)	H-11B, L-31D
AWOS 122.55 (Pvt)	
Toronto Center App/Dep Con 124.025	
Bar River, ON (CPF2)	L-31C
Toronto Center App/Dep Con 132.65	
Bathurst, NB (CZBF)	L-32J
Moncton Center App/Dep Con 134.25	
Boundary Bay, BC (CZBB)	H-1B, L-1E
ATIS 125.5 (1500-0700Z‡)	
Vancouver App/Dep Con 132.3 363.8	
Tower 118.1 (Inner) 127.6 (Outer) (1500-0700Z‡) Gnd Con 124.3	
MF 118.1 (0700-1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500'.)	
Brampton, ON (CNC3)	L-31D
Toronto Trml App/Dep Con 119.3 253.1	
Brandon Muni, MB (CYBR)	H-2H
Winnipeg Center App/Dep Con 132.25 285.4	
MF 122.1 (5 NM to 4000')	
Brantford, ON (CYFD)	L-31D
Toronto Trml App/Dep Con 128.27	
Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3)	L-32G
Montreal Center App/Dep Con 134.675	
Bromont, QC (CZBM)	L-32G
Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	
Burlington Airpark, ON (CZBA)	L-31D
Toronto Center App/Dep Con 119.3 253.1	
Castlegar, BC (CYCG)	H-1C
Vancouver Center App/Dep Con 134.2 227.3	
MF 122.1 (5 NM to 6500')	
Centralia/James T. Fld Muni, ON (CYCE)	H-10G, 11B, L-31D
Toronto Center App/Dep Con 135.30	
Charlottetown, PE (CYYG)	H-11E, L-32J
Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	
Chatham-Kent, ON (CNZ3)	H-10G, L-30G
Cleveland Center App/Dep Con 132.25	

FACILITY NAME	CHART & PANEL
<b>Collingwood, ON (CNY3)</b> Toronto Center App/Dep Con 124.02	H-11B, L-31D
<b>Cornwall Rgnl, ON (CYCC)</b> Boston Center App/Dep Con 135.25 377.1	L-32G
<b>Cranbrook/Canadian Rockies Intl, BC (CYXC)</b> Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
<b>Debert, NS (CCQ3)</b> Halifax Trml App/Dep Con 119.2	H-11E, L-32J
<b>Digby, NS (CYID)</b> Moncton Center App/Dep Con 123.9	L-32J
<b>Downsview, ON (CYZD)</b> Toronto Center App Con 133.4	H-11B, L-31E
Toronto Center Dep Con 133.4	
MF 126.2 (3 NM to 1900')	
<b>Drummondville, QC (CSC3)</b> Montreal Center App/Dep Con 132.35	L-32H
<b>Earlton (Timiskaming Rgnl), ON (CYXR)</b> MF 122.0 (5 NM to 3800') AWOS 128.6	H-11B
<b>Elliot Lake Muni, ON (CYEL)</b> Toronto Center App/Dep Con 135.4	L-31C
<b>Fort Frances Muni, ON (CYAG)</b> Minneapolis Center App/Dep Con 120.9	L-14H
<b>Fredericton Intl, NB (CYFC)</b> ATIS 127.55 Moncton Center App/Dep Con 124.3 135.5 270.8 Clns Del 121.7 (Ltd hrs) MF 119.0 (5 NM to 3500')	H-11E, L-32I
<b>Goderich, ON (CYGD)</b> Toronto Center App/Dep Con 135.3 266.3	H-11B, L-31D
<b>Greenwood, NS (CYZX)</b> ATIS 128.85 244.3 (1100-0000Z\$) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clns Del 128.05 283.9	H-11E, L-32J
<b>Grimsby Air Park, ON (CNZ8)</b> Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
<b>Halifax/Shearwater, NS (CYAW)</b> ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
<b>Halifax/Stanfield Intl, NS (CYHZ)</b> ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 225.2 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clns Del 123.95 Apron Advisory 122.125	H-11E, L-32J
<b>Hamilton, ON (CYHM)</b> ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
<b>Kingston, ON (CYKG)</b> Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z\$) MF 122.5 (1115-0400Z\$ 5 NM to 3300')	H-11C, L-31E, 32F
<b>Kitchener/Waterloo, ON (CYKF)</b> ATIS 125.1 (1200-0400Z\$) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z\$) Gnd Con 121.8 MF 126.0 (0400-1200Z\$ 5 NM to 4000')	H-11B, L-31D
<b>Lachute, QC (CSE4)</b> Montreal Center App Con 124.65 132.85 268.3	L-32G
Montreal Center Dep Con 132.85 268.3	
<b>La Tuque, QC (CYLQ)</b> Montreal Center App/Dep Con 134.5	H-11C
<b>Langley, BC (CYNJ)</b> ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E

# SUPPLEMENTAL COMMUNICATION REFERENCE

277

FACILITY NAME	CHART & PANEL
Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45	L-30F
Lethbridge, AB (CYQL) ATIS 124.4 (1300-0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
Lindsay, ON (CNF4) Toronto Center App/Dep 134.25	L-31E, L-32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L-32J
London, ON (CYXU) ATIS 127.8 (1120-0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9 MF 119.4 (0345-1120Z‡ 5 NM to 3000')	H-10G, 11B, L-30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9	L-31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L-32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-iles and 1 NM around Lac Agile Mascouche apt.)	L-32G
Medicine Hat, AB (CYXH) AWOS 124.875 (0345-1245Z‡) MF 122.2 (1245-0345Z‡ 5 NM to 5400')	H-1D
Midland/Huronia, ON (CYEE) Toronto Center App/Dep 124.025	L-31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H-11E, L-32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
Mont-Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L-32G
Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-SW) 124.65 268.3 (W-NW-NE) VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/St-Hubert, QC (CYHU) ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15	H-11C, L-32G
Muskoka, ON (CYQA) AWOS 124.575 MF 122.3 (5 NM to 3900')	H-11B, L-31D
Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330-0530Z‡ (5 NM to 2500')	H-1B, L-1E
North Bay, ON (CYJB) ATIS 124.9 (1130-0300Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z‡ 7 NM to 5000')	H-11B, L31D
Oshawa, ON (CYOO) ATIS 125.675 (1130-0330Z‡) Toronto Trml App Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4 Toronto Trml Dep Con 133.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000')	L-31E

FACILITY NAME	CHART & PANEL
Ottawa/Carp, ON (CYRP) ATIS 121.15	L-31E, 32F
Ottawa Trml App/Dep Con 128.175 252.5	
Ottawa/Gatineau, QC (CYND) Ottawa Trml App/Dep Con 127.7 128.175 252.5 MF 122.3 (5 NM shape irregular to 2500') VFR Advisory Ottawa Trml 127.7	H-11C, L-32G
Ottawa/MacDonald-Cartier Intl, ON (CYOW) ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 120.1 341.3 Gnd Con 121.9 Cncl Del 119.4 Ottawa Dep Con 128.175	L-11C
Owen Sound/Billy Bishop Rgnl, ON (CYOS) Toronto Center App/Dep 132.575 290.6	L-31D
Pele Island, ON (CYPT) Cleveland Center App/Dep Con 126.35 360.0	L-30F
Pembroke, ON (CYTA) Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z‡, OT PPR)	H-11C, L-31E, 32F
Penticton, BC (CYFY) Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')	H-1B
Peterborough, ON (CYPQ) AWOS 126.925	H-11B, L-31E, 32F
Toronto Center App/Dep 134.25	
Pincher Creek, AB (CZPC) Edmonton Center App/Dep Con 132.75 265.2	H-1D
Pitt Meadows, BC (CYPK) ATIS 125.0 (1500-0700Z‡) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500-0700Z‡) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700-1500Z‡) (3NM to 2500')	L-1E
Quebec/Jean Lesage Intl, QC (CYQB) ATIS 134.6 AWOS 122.025 (Pvt) Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 (185.65 Quebec Twr VFR acft at or below 3000') Tower 118.65 236.6 Gnd Con 121.9 250.0	H-11D, L-32H
Riviere Du Loup, QC (CYRI) AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H-11D
Rouyn Noranda, QC (CYUY) Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000')	H-11B
Saint John, NB (CY SJ) Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	H-11E, L-32J
Sarnia (Chris Hadfield), ON (CYZR) Toronto Center 134.375	H-10G, 11B, L-30F
Sault Ste Marie, ON (CYAM) ATIS 133.05 (1300-0100Z‡) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300-0100Z‡) Gnd Con 121.7 MF 118.8 (0100-1300Z‡ 5 NM irregular shape to 3000')	H-2K, L-31B
Sherbrooke, QC (CYAM) AWOS 126.25	H-11D, L-32H
Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	
South Renfrew Muni, ON (CNP3) Montreal Center App/Dep 124.275	L-31E, 32F
Southport, MB (CYPG) ATIS 120.85 (Mon-Fri 1400-2300Z‡ except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z‡ except holidays) Gnd Con 121.7 275.8	H-2H

# SUPPLEMENTAL COMMUNICATION REFERENCE

279

FACILITY NAME	CHART & PANEL
<b>Springwater Barrie Airpark, ON (CNA3)</b> Toronto Center App/Dep Con 124.025	L-31D
<b>St. Catherines/Niagara District, ON (CYSN)</b> ATIS 128.525 (1215-0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215-0200Z‡ 5 NM to 3300')	H-10H, 11B, L-31E
<b>St. Frederic, QC (CSZ4)</b> Montreal Center App/Dep Con 135.025 270.9	L-32H
<b>St. Georges, QC (CYSG)</b> Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL)	H-32H, L-11D
<b>St. Jean, QC (CYJN)</b> Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7	L-32G
<b>Sudbury, ON (CYSB)</b> ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000')	H-31B, 10G, L-31D
<b>Summerside, PE (CYSU)</b> AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H-11E, L-32J
<b>Thunder Bay, ON (CYQT)</b> ATIS 128.8 (1100-0400Z‡) Winnipeg Center App/Dep Con 132.125 (0400-1100Z‡) Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')	H-2J, L-14J
<b>Timmins, ON (CYTS)</b> ATIS 124.95 (1000-0500Z‡) Toronto Center App/Dep Con 128.3 226.3 MF 122.3 (5 NM to 4000')	H-11B
<b>Toronto/Buttonville Muni, ON (CYKZ)</b> ATIS 127.1 (1200-0400Z‡) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500')	L-31E
<b>Toronto/City Centre, ON (CYTZ)</b> ATIS 133.6 (1130-0400Z‡) App Con 133.4 Dep Con 133.4 Tower 118.2 119.2 226.5 (1130-0400Z‡) Gnd Con 121.7	L-31E
<b>Toronto/Lester B Pearson Intl, ON (CYYZ)</b> ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9 Cnc Del 121.3 (1200-0400Z‡) VFR Advisory 119.3 133.4	H-11B, L-31D
<b>Trenton, ON (CYTR)</b> ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Cnc Del 124.35 286.4	H-11C, L-31E, 32F
<b>Trenton/Mountain View, ON (CPZ3)</b> Trenton Mil Advisory 268.0	H-11C, L-31E, 32F
<b>Trois-Rivières, QC (CYRQ)</b> Montreal Center App/Dep Con 128.225 229.2	H-11C, L-32H
<b>Val-D'or, QC (CYVO)</b> Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030-0325Z‡ 5 NM to 4000')	H-11B
<b>Vancouver Intl, BC (CYVR)</b> ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Cnc Del 121.4	H-1B, L-1E

FACILITY NAME	CHART & PANEL
<b>Victoria Intl, BC (CYJ)</b> ATIS 118.8 (1400-0800Z‡) App Con 125.95 308.4 Dep Con 133.85 308.4 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400-0800Z‡ OT ctc Kamloops 119.7) Cinc Del 126.4 (1400-0800Z‡)	H-1B, L-1E
<b>Victoriaville, QC (CSR3)</b>	L-32H
Montreal Center App Con 132.35	
<b>Waterville/Kings Co Muni, NS (CCW3)</b> Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L-32J
<b>Wiarton, ON (CYVV)</b> Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700')	H-11B, L-31D
<b>Windsor, ON (CYQG)</b> ATIS 134.5 (1130-0330Z‡) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130-0330Z‡) Gnd Con 121.7 MF 124.7 (0330-1130Z‡ 6 NM irregular shape to below 3000') VFR Advisory Detroit App Con 134.3	H-10G, L-8J
<b>Yarmouth, NS (CYQI)</b> Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	H-11E, L-32I

**MEXICO**

FACILITY NAME	CHART & PANEL
<b>Abraham Gonzalez Intl (MMCS)</b> Juarez App Con 119.9 Juarez Tower 118.9	H-4K, L-6F
<b>Del Norte Intl (MMAN)</b> ATIS 127.55 (1300-0300Z‡)	H-7B, L-20G
Monterrey App 119.75 120.4 Tower 118.6	
<b>Durango Intl (MMDO)</b> ATIS 132.1 Tower 118.1 Durango Info 122.3	H-7A
<b>General Abelardo L Rodriguez Intl (MMTJ)</b> ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Cinc Del 122.35 Tijuana Info 132.1	H-4H, L-4H
<b>General Lucio Blanco Intl (MMRX)</b> Reynosa App Con 118.8 Reynosa Tower 118.8	H-7B, L-20H
<b>General Mariano Escobedo Intl (MMMY)</b> ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	H-7B, L-20G
<b>General R Fierro Villalobos Intl (MMCU)</b> ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4	L-6I
<b>General Rodolfo Sanchez Taboada Intl (MMML)</b> ATIS 127.6 Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	H-4H, L-4J, 5A
<b>General Servando Canales (MMMA)</b> Matamoros App Con 118.0 Matamoros Tower 118.0	H-7C, L-21A
<b>Plan De Guadalupe Intl (MMIO)</b> Saltillo App Con 127.4 Saltillo Tower 118.4	H-7B
<b>Quetzalcoatl Intl (MMNL)</b> Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	H-7B, L-20G
<b>Torreón Intl (MMTC)</b> App Con 119.6 Tower 118.5	H-7A

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

## GENERAL INFORMATION

### PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name.

A star (\*) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., \*

To activate lights use frequency indicated in the communication section of the chart with a 0 or the appropriate lighting system identification e.g., UNICOM 122.8

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

### CHART CURRENCY INFORMATION

FAA procedure amendment number Amdt 11A 99365 Date of latest change  
 Orig 00365

The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

### MISCELLANEOUS

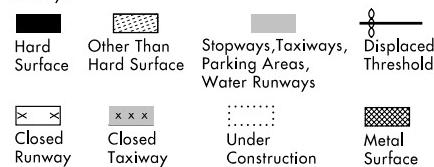
- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

09071  
LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## AIRPORT DIAGRAM

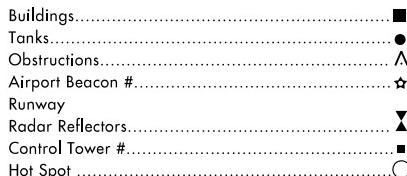
## Runways



**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



## REFERENCE FEATURES



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

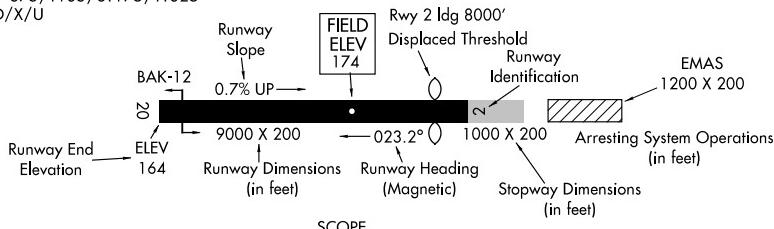
A **D** symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g.,

RWY 14-32 S75, T185, ST175, TT325

PCN 80 F/D/X/U



Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

## LEGEND

## HOT SPOTS

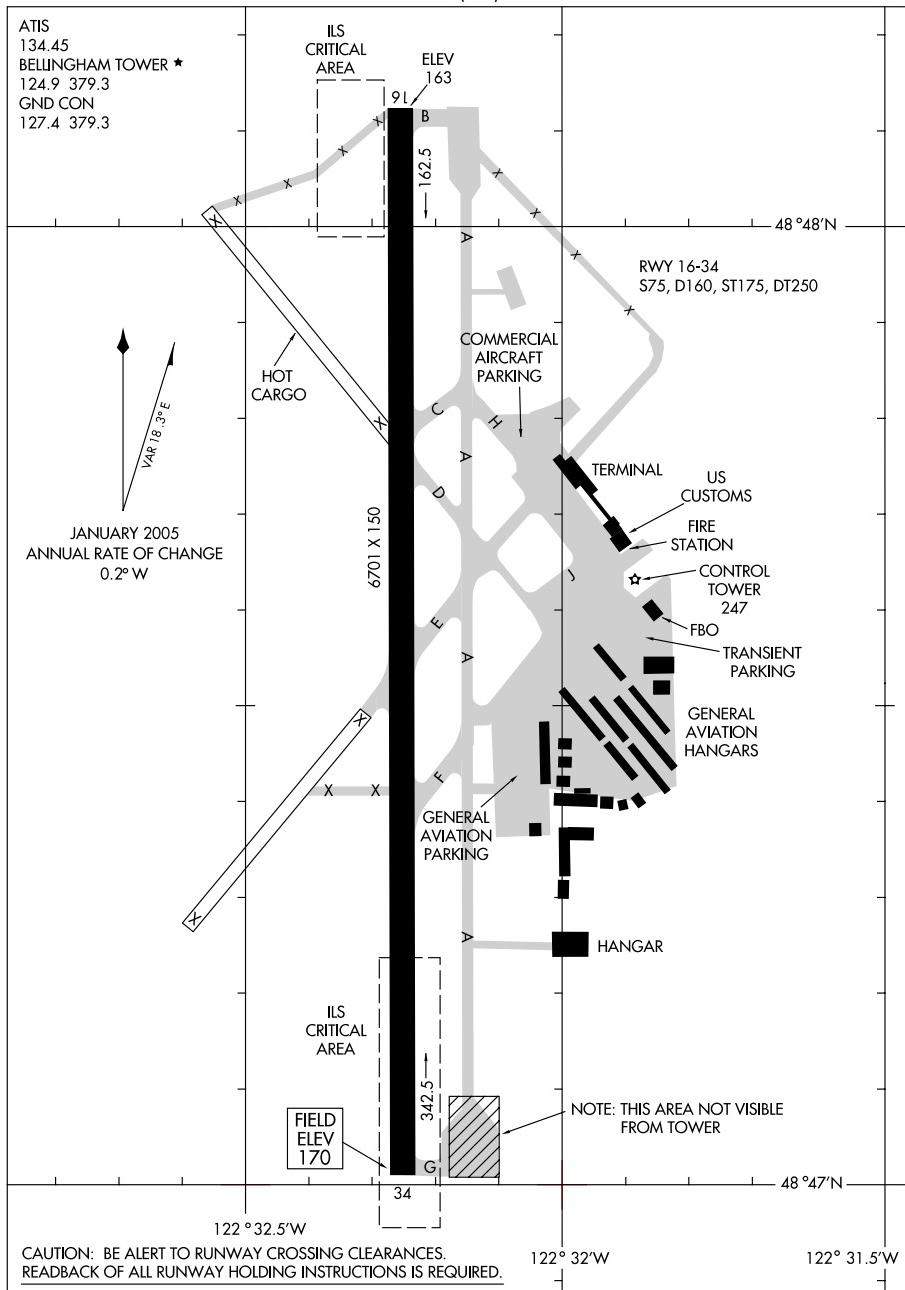
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary. A "hot spot" is a runway safety related problem area on a airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HOT<sup>1</sup>", "HOT<sup>2</sup>", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>IDAHO</b>		
IDAHO FALLS IDAHO FALLS RGNL (IDA)	HOT <sup>1</sup>	Pilots should use caution and look carefully for runway hold line when using Twy C. Rwy 17–35 does not have runway edge markings and can be mistaken for a twy.
	HOT <sup>2</sup>	Aircraft departing Rwy 20 often miss left turn on A-1 and taxi past A-1 entrance. Do not mistake Rwy 20 such hold line on Twy A for entrance to Rwy 20.
	HOT <sup>3</sup>	Do not cross hold line for Rwy 17 without authorization.
LEWISTON LEWISTON-NEZ PERCE CO (LWS)	HOT <sup>1</sup>	Twy C and Twy G intersection close proximity to Rwy 12–30.
	HOT <sup>2</sup>	Twy G between Rwy 8–26 and Rwy 30 thld. Short distance between rwy's.
<b>MONTANA</b>		
MISSOULA MISSOULA INTL (MSO)	HOT <sup>1</sup>	Intersection of Twy A and Twy F. Critical turn for eastbound ramp access.
<b>OREGON</b>		
PORTRLAND PORTLAND INTL (PDX)	HOT <sup>1</sup>	Limited wing-tip clearance at taxiway convergence point. Pilots taxiing eastbound on taxiway B should hold at the taxiway holding position marking when directed by ATC.
<b>WASHINGTON</b>		
EVERETT SNOHOMISH COUNTY (PAINE FIELD) PAE	HOT <sup>1</sup>	Intersection of Twy D1, Twy A5, and Rwy 11–29, Rwy in close proximity to ramp areas.
	HOT <sup>2</sup>	Rwy 29 thld in close proximity to ramp areas.
	HOT <sup>3</sup>	Twy A between Twy A8 and Twy A9 not visible from ATCT.
SEATTLE BOEING FIELD/KING COUNTY INTL (BFI)	HOT <sup>1</sup>	Twy Z restricted access area.
	HOT <sup>2</sup>	Rwy 13R–31L and Twy A9. Wrong rwy departure risk.
SEATTLE SEATTLE-TACOMA INTL (SEA)	HOT <sup>1</sup>	Aircraft landing Rwy 34C and exiting Twy H who turn right on Twy J must clear the Rwy 34C hold bar completely, while using vigilance not to cross the hold bar for Rwy 34R (34C–34R hold bar separation distance 189 feet).

09127

## AIRPORT DIAGRAM

AL-45 (FAA)

BELLINGHAM INTL (BLI)  
BELLINGHAM, WASHINGTON

## AIRPORT DIAGRAM

09127

BELLINGHAM, WASHINGTON  
BELLINGHAM INTL (BLI)

09239

## AIRPORT DIAGRAM

AL-48 (FAA)

**BILLINGS LOGAN INTL (BIL)**  
BILLINGS, MONTANA

## AIRPORT DIAGRAM

09239

BILLINGS, MONTANA  
BILLINGS LOGAN INTL (BIL)

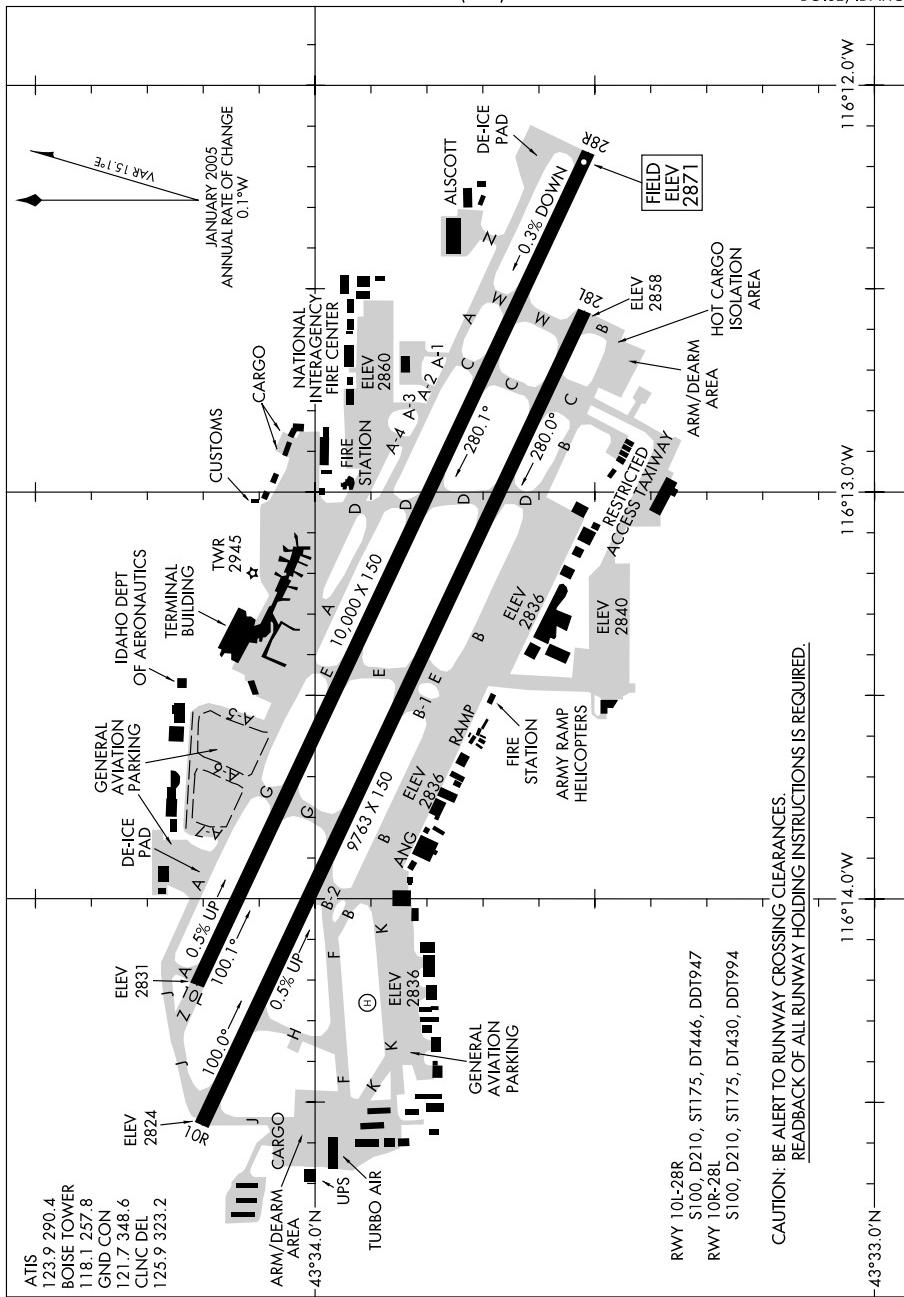
09239

## AIRPORT DIAGRAM

8

**BOISE AIR TERMINAL (GOWEN FIELD) (BOI)**  
**BOISE, IDAHO**

## BOISE, IDAHO



## AIRPORT DIAGRAM

09239

BOISE, IDAHO

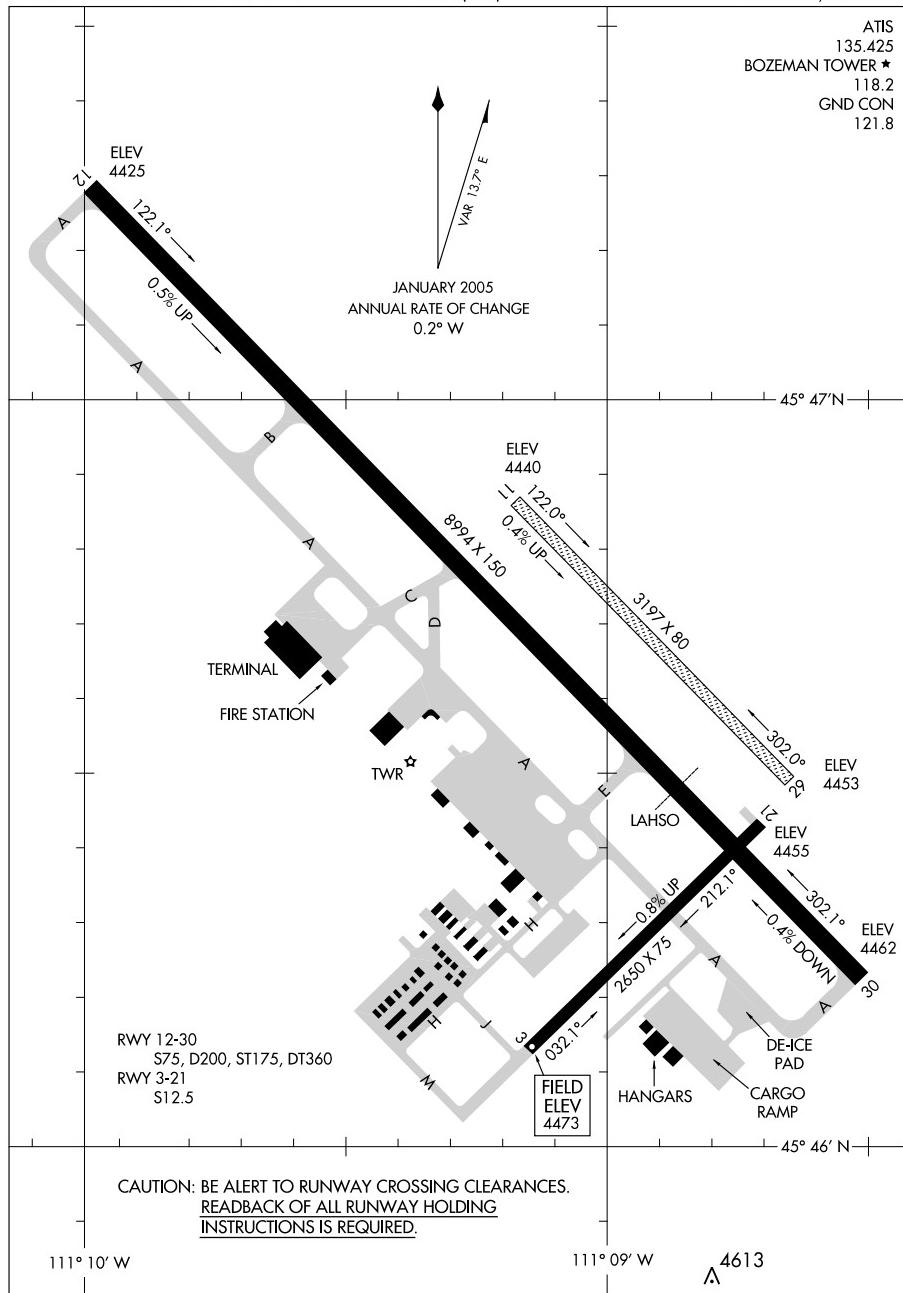
BOISE, IDAHO  
ELD (BOI)

NW, 22 OCT 2009 to 17 DEC 2009

09239

## AIRPORT DIAGRAM

AL-59 (FAA)

BOZEMAN/GALLATIN FIELD (BZN)  
BOZEMAN, MONTANA

## AIRPORT DIAGRAM

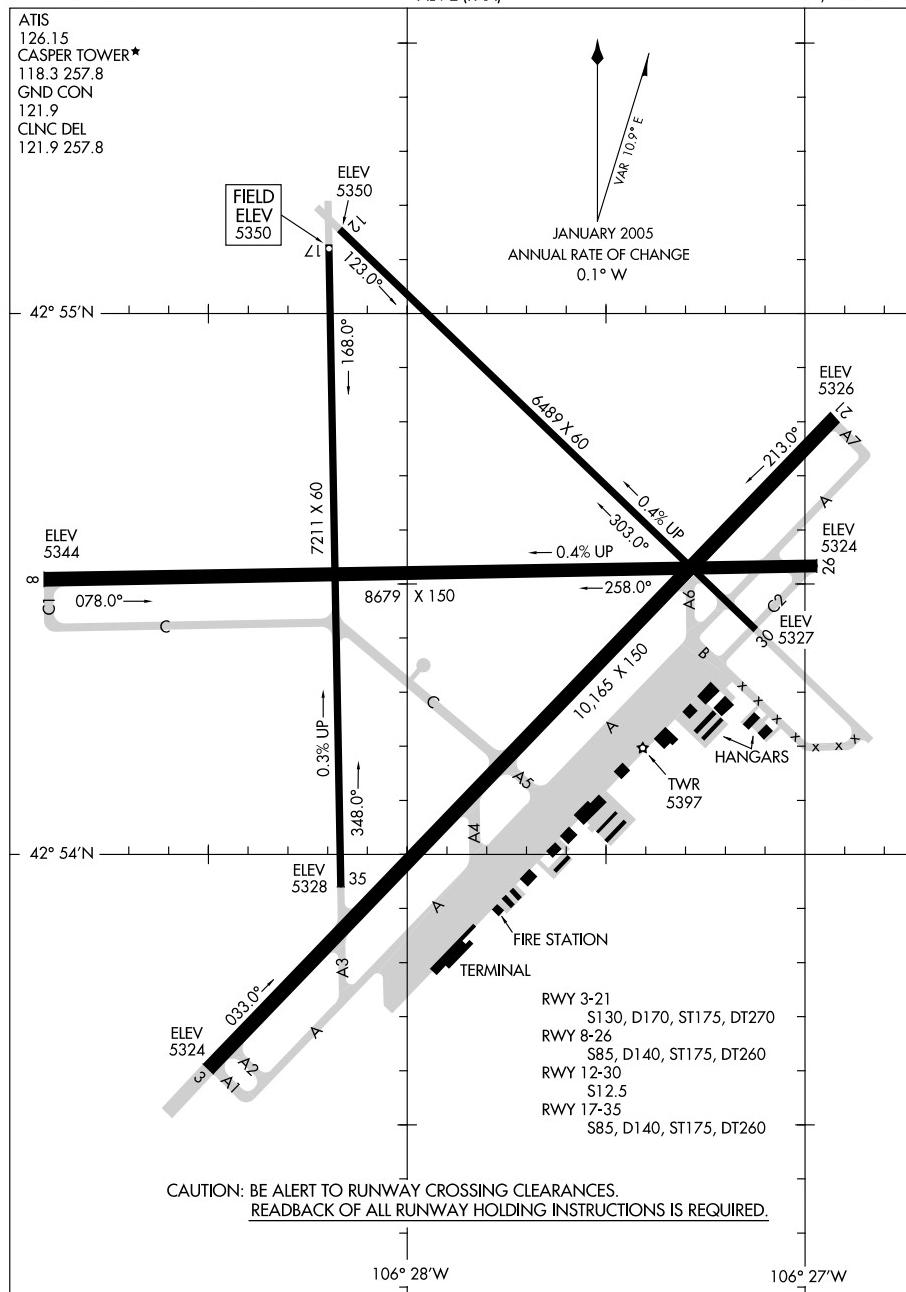
09239

BOZEMAN, MONTANA  
BOZEMAN/GALLATIN FIELD (BZN)

09127

## AIRPORT DIAGRAM

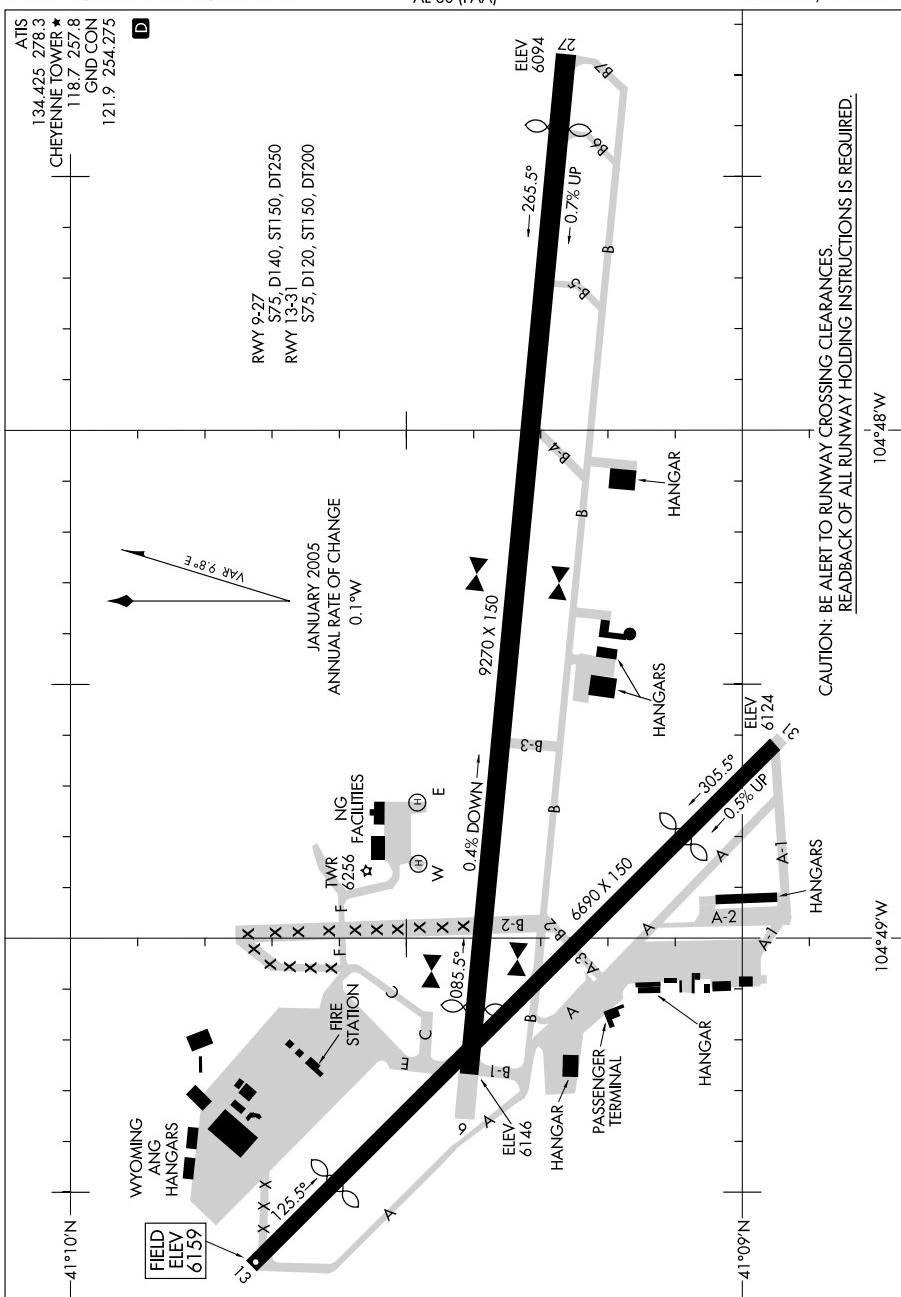
AL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)  
CASPER, WYOMINGAIRPORT DIAGRAM  
09127Casper, Wyoming  
CASPER/NATRONA COUNTY INTL (CPR)

09015

## AIRPORT DIAGRAM

AL-80 (FAA)

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)  
CHEYENNE, WYOMING

## AIRPORT DIAGRAM

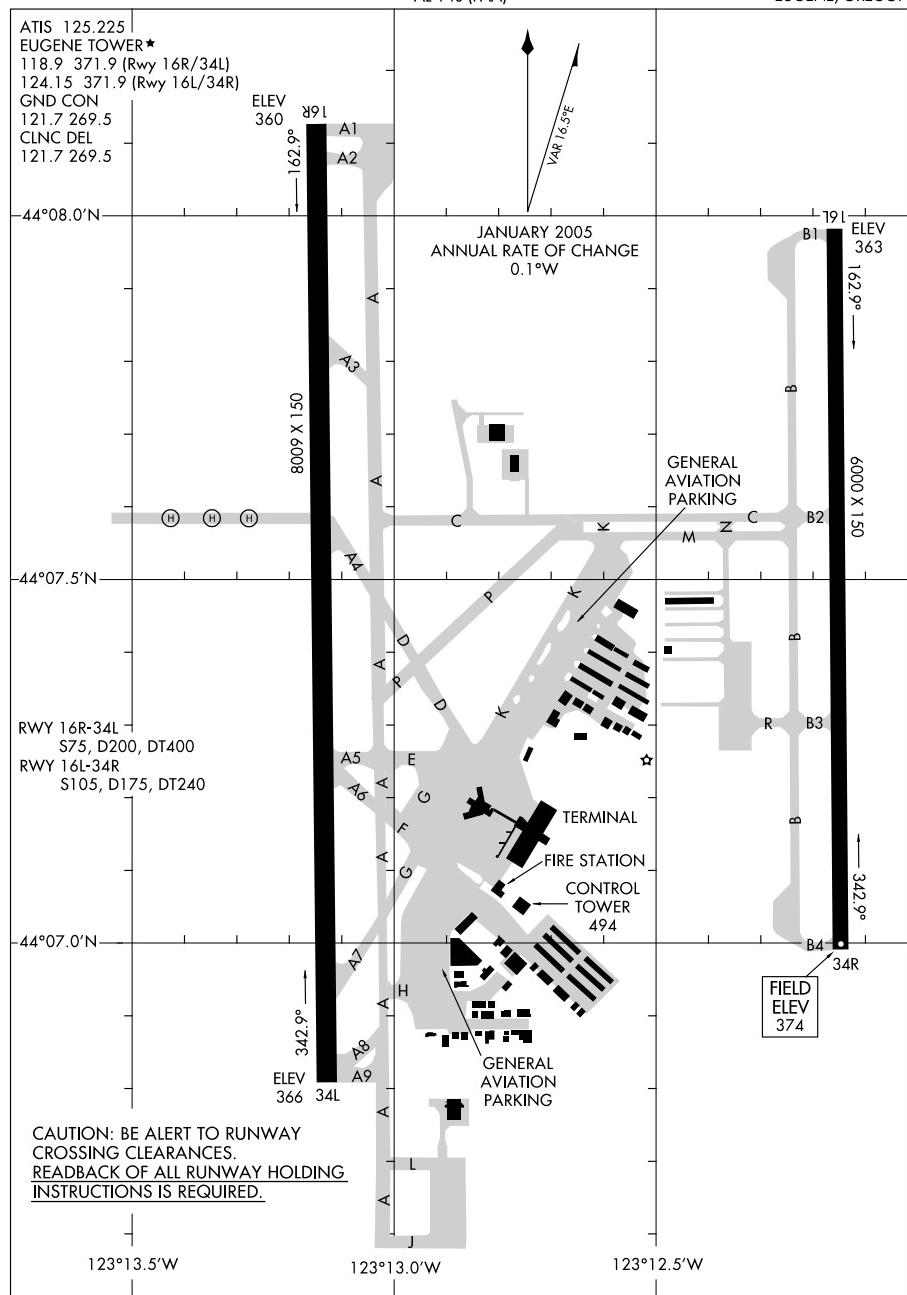
09015

CHEYENNE, WYOMING  
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

08213

## AIRPORT DIAGRAM

AL-140 (FAA)

EUGENE/MAHLON SWEET FIELD (EUG)  
EUGENE, OREGON

## AIRPORT DIAGRAM

08213

EUGENE, OREGON

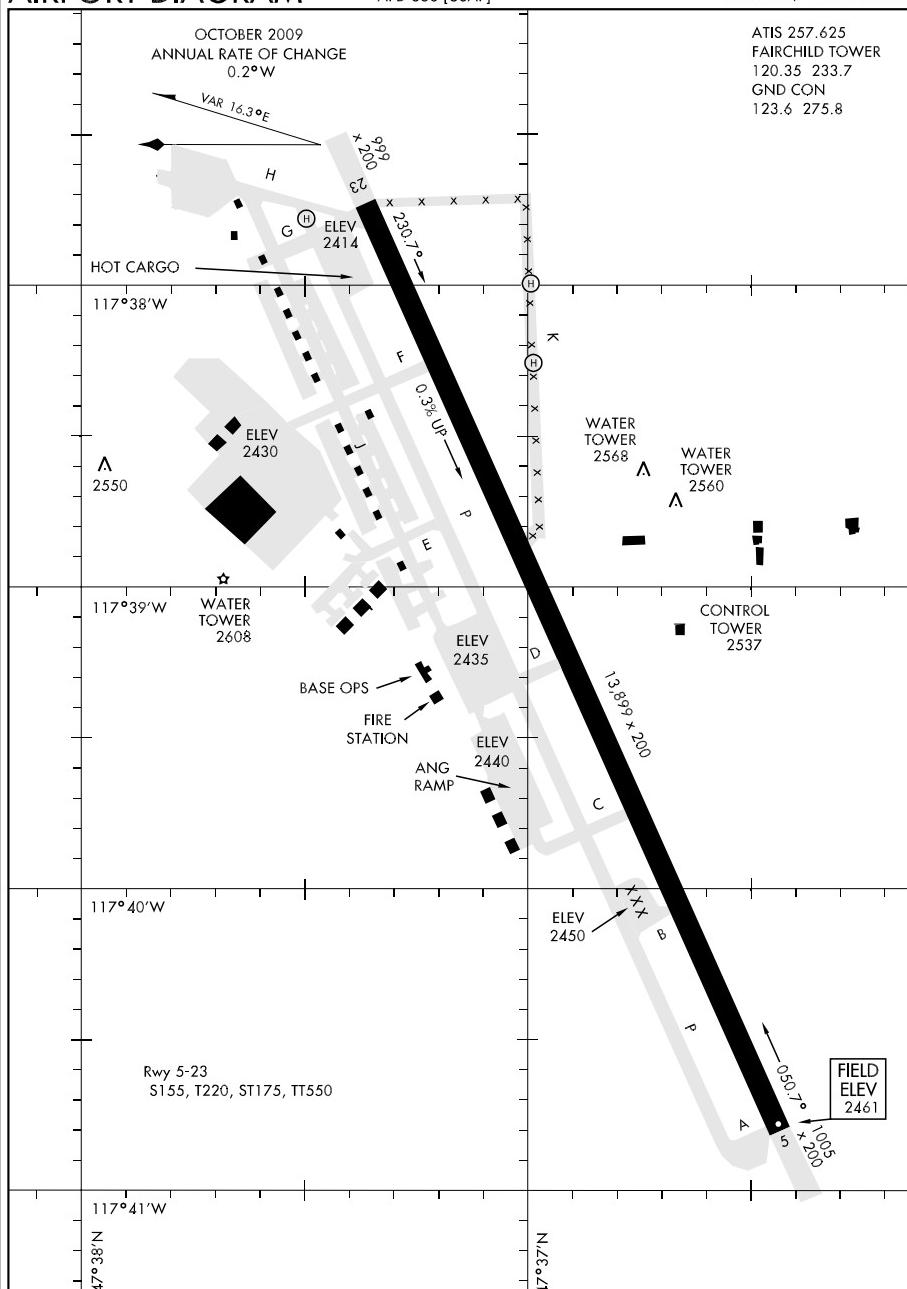
EUGENE/MAHLON SWEET FIELD (EUG)



09295

## AIRPORT DIAGRAM

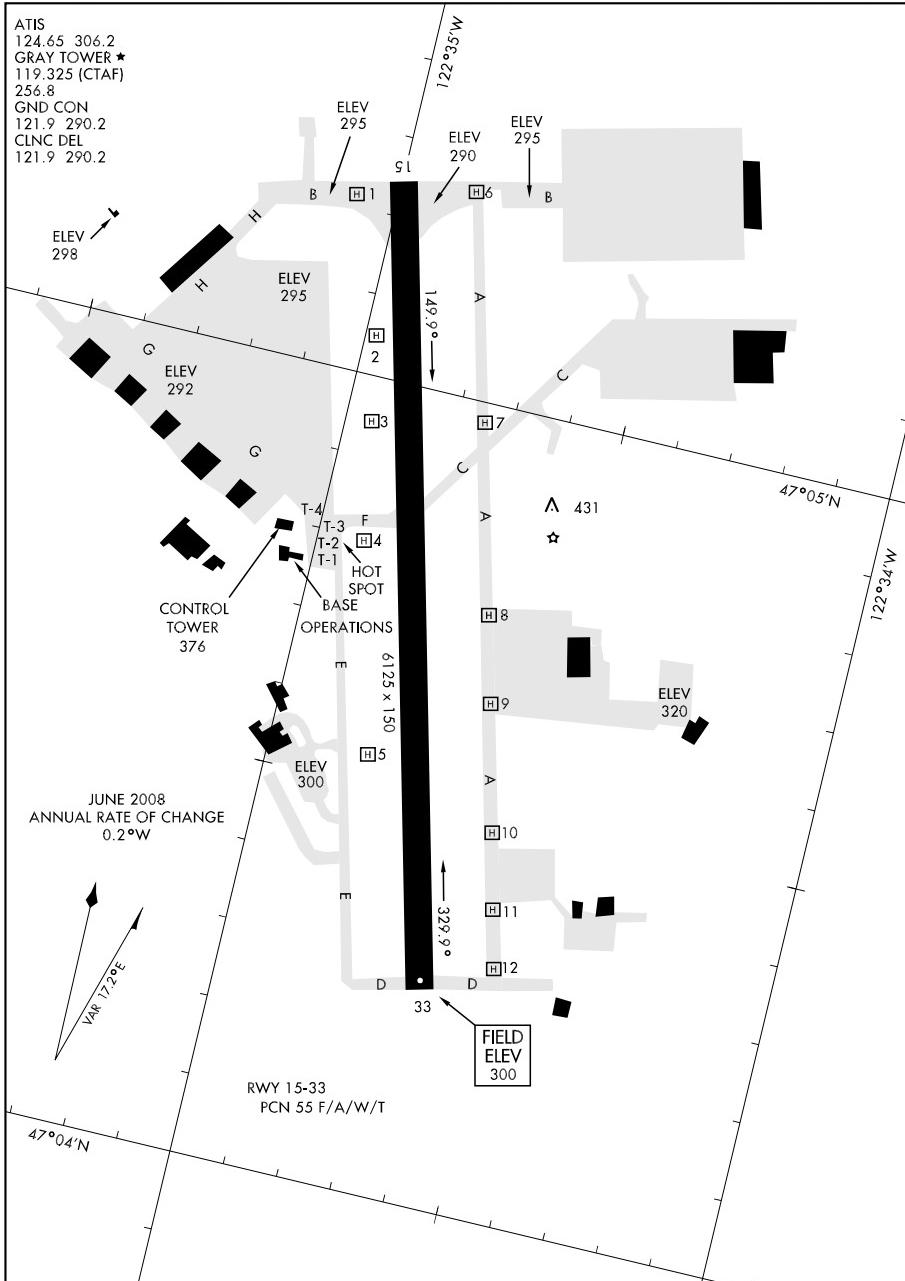
AFD-553 [USAF]

FAIRCHILD AFB (KSKA)  
SPOKANE, WASHINGTON

08157

## AIRPORT DIAGRAM

AFD-413 [USA]

GRAY AAF (KGRF)  
FORT LEWIS, WASHINGTON

AIRPORT DIAGRAM

FORT LEWIS, WASHINGTON  
GRAY AAF (KGRF)

09015

## AIRPORT DIAGRAM

AL-177 (FAA)

GREAT FALLS INTL (GTF)  
GREAT FALLS, MONTANA

ATIS  
126.6 269.0 \_\_\_\_\_  
GREAT FALLS TOWER  
118.7 282.2  
GND CON  
121.7 348.6  
CLNC DEL  
121.7 348.6

D

ELEV  
3640

1600 X 1500  
165.8 → 5722 X 150  
0.5% UP →

ELEV  
3652 075.8°  
4  
+ 0.4% UP

FIELD  
ELEV  
3680

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

111822/M

GREAT FALLS, MONTANA  
GREAT FALLS INTL (GTF)

## AIRPORT DIAGRAM

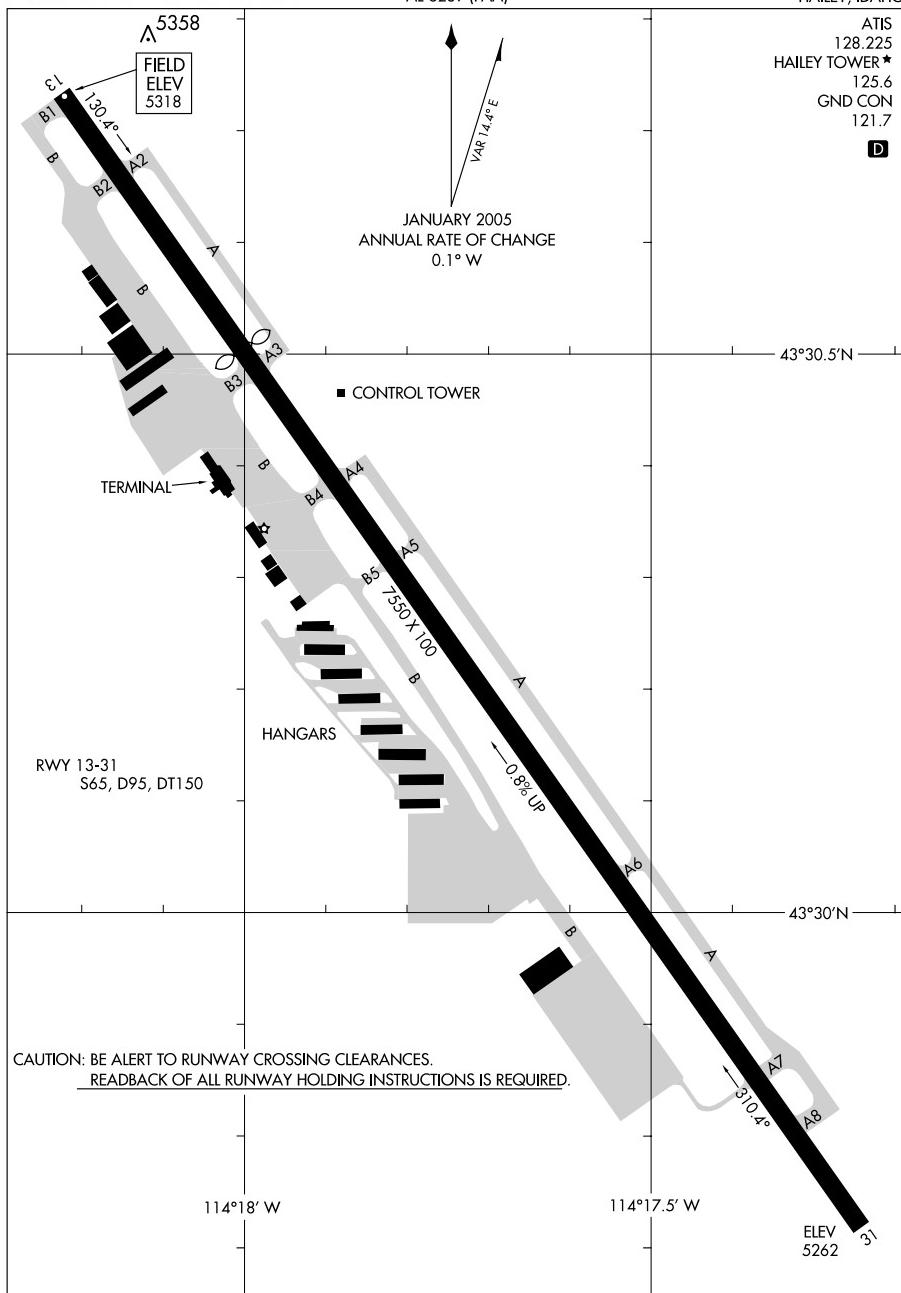
09015

NW, 22 OCT 2009 to 17 DEC 2009

09015

## AIRPORT DIAGRAM

AL-6239 (FAA)

HAILEY / FRIEDMAN MEMORIAL (SUN)  
HAILEY, IDAHOAIRPORT DIAGRAM  
09015HAILEY, IDAHO  
HAILEY / FRIEDMAN MEMORIAL (SUN)

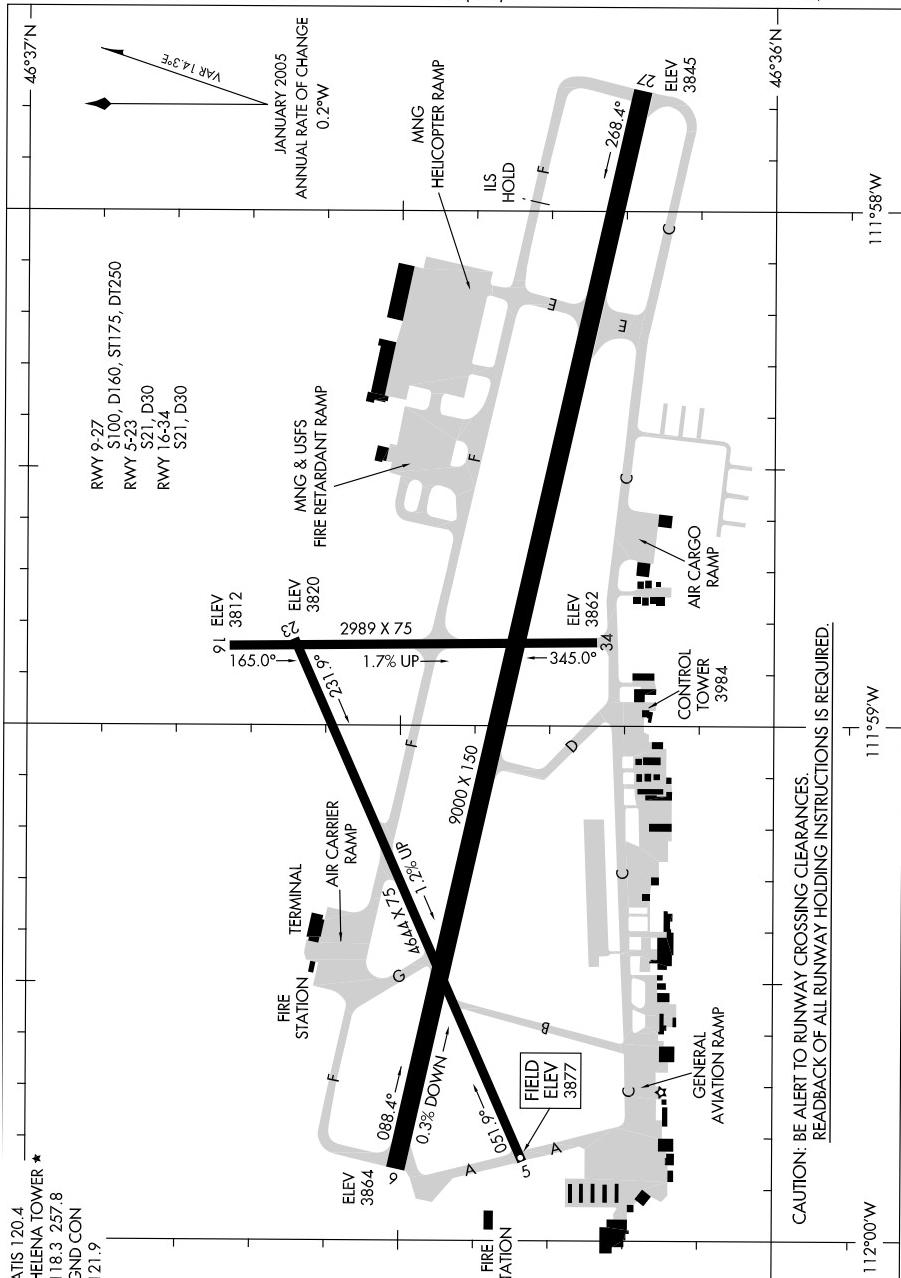
## AIRPORT DIAGRAMS

08269

## AIRPORT DIAGRAM

AL-192 (FAA)

HELENA RGNL (HLN)  
HELENA, MONTANA



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# AIRPORT DIAGRAM

08269

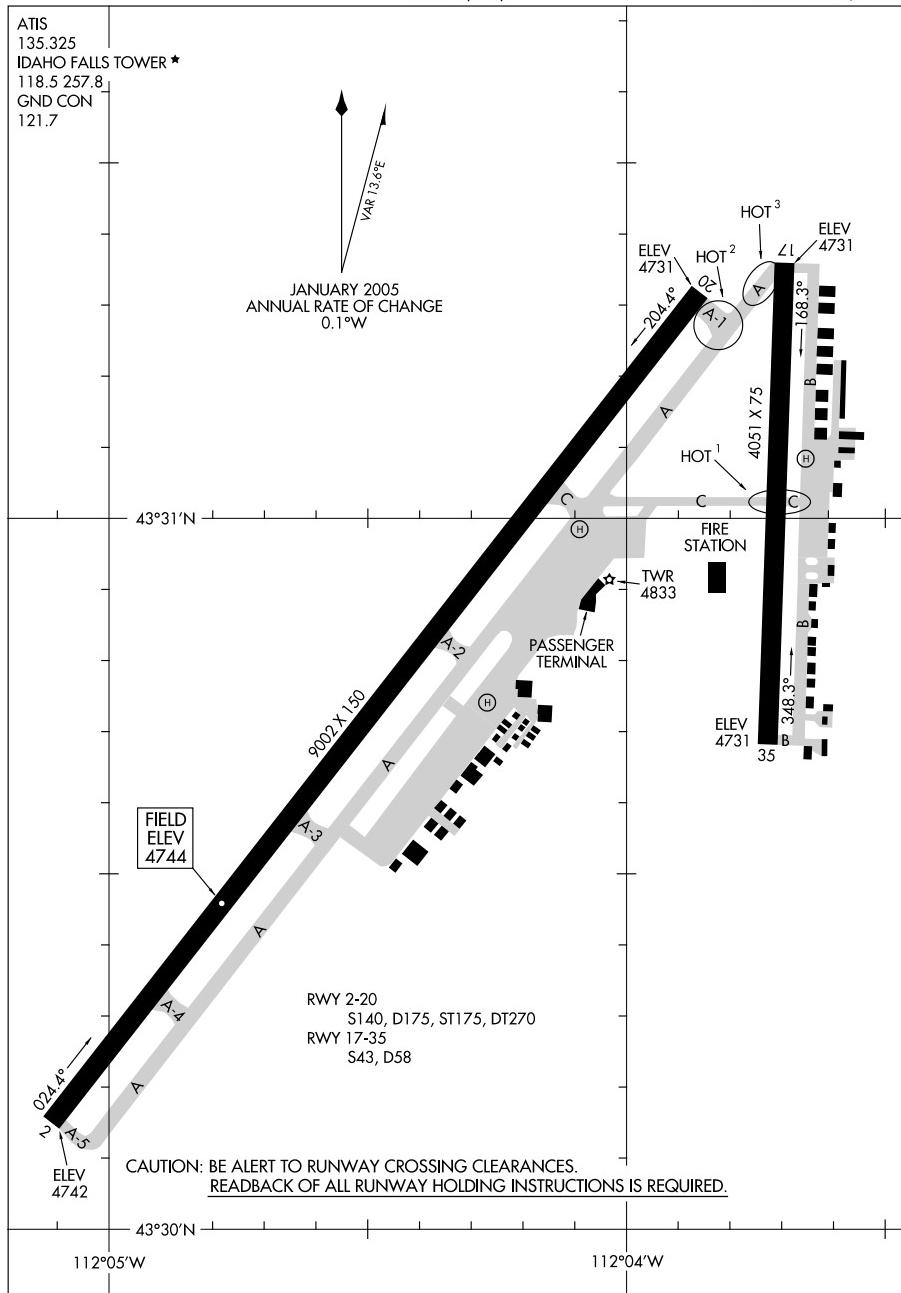
HELENA, MONTANA  
HELENA RGNL (HLN)

09183

## AIRPORT DIAGRAM

AL-590 (FAA)

IDaho Falls RGNL (IDA)  
IDAHO FALLS, IDAHO



## AIRPORT DIAGRAM

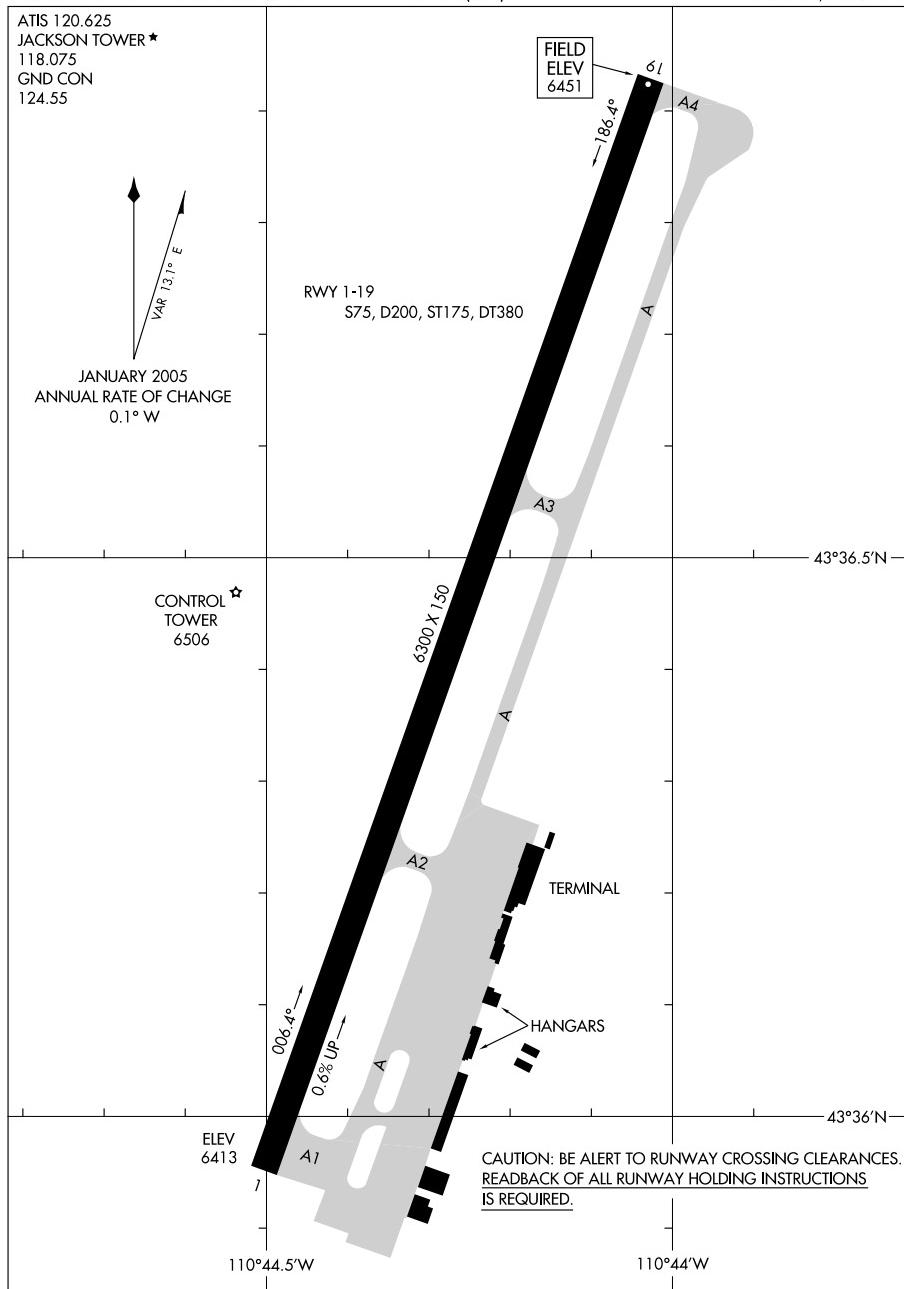
09183

IDAHO FALLS, IDAHO  
IDAHO FALLS RGNL (IDA)

08157

## AIRPORT DIAGRAM

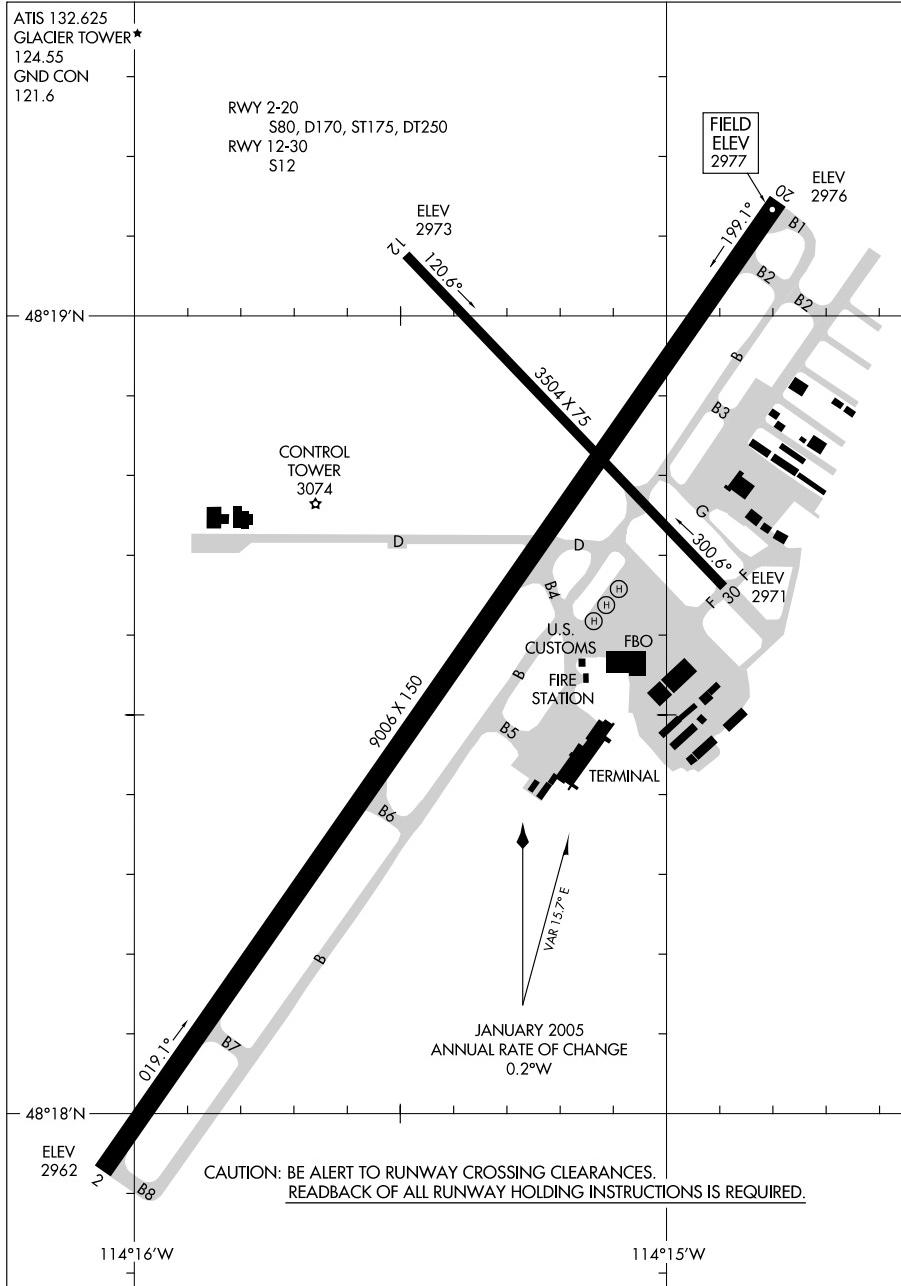
AI-504 (FAA)

JACKSON HOLE (JAC)  
JACKSON, WYOMINGAIRPORT DIAGRAM  
08157JACKSON, WYOMING  
JACKSON HOLE (JAC)

07354

## AIRPORT DIAGRAM

AI-887 (FAA)

KALISPELL/GLACIER PARK INTL (GPI)  
KALISPELL, MONTANA

## AIRPORT DIAGRAM

07354

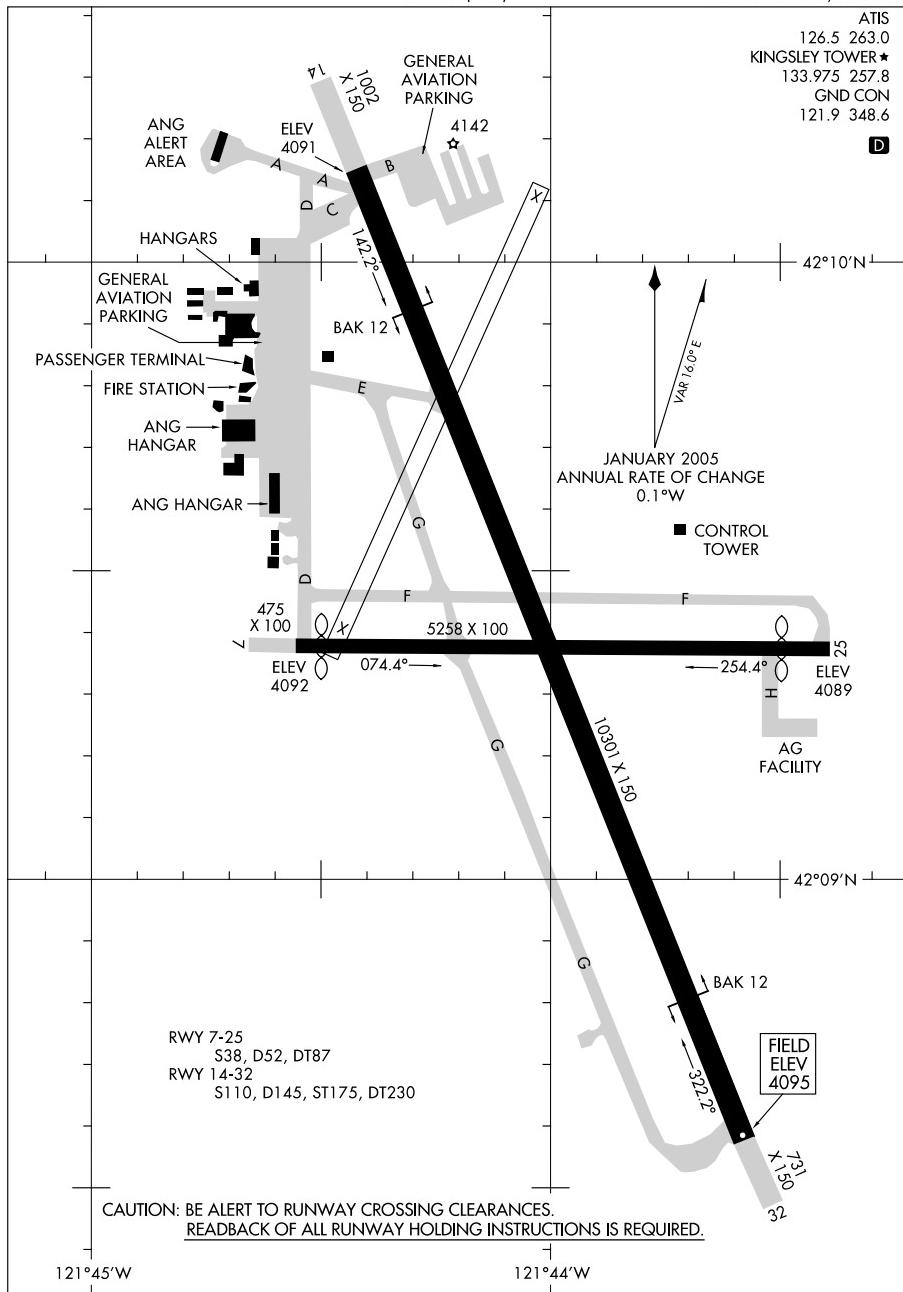
KALISPELL, MONTANA  
KALISPELL/GLACIER PARK INTL (GPI)

09127

## AIRPORT DIAGRAM

AL-473 (FAA)

**KLAMATH FALLS (LMT)**  
**KLAMATH FALLS, OREGON**



# AIRPORT DIAGRAM

09127

KLAMATH FALLS, OREGON  
KLAMATH FALLS (LMT)

07354

## AIRPORT DIAGRAM

AL-225 (FAA)

LARAMIE RGNL (LAR)  
LARAMIE, WYOMINGASOS 135.475  
UNICOM 123.05 (CTAF)

41°19.5'N

Z1

ELEV  
7273

G

124.3°

TERMINAL  
BUILDING, 7323

★

F1

F2

F

B

FIRE  
STATION

A

C

B

D

E

F

G

H

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

41°19.0'N

RWYS 3-21 and 12-30  
S86, D105, ST133, DT160

41°18.5'N

3

FIELD

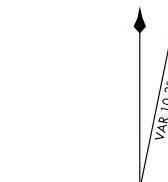
ELEV  
7283

105°41.0'W

105°40.5'W

105°40.0'W

105°40.5'W

LARAMIE, WYOMING  
LARAMIE RGNL (LAR)JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1°W

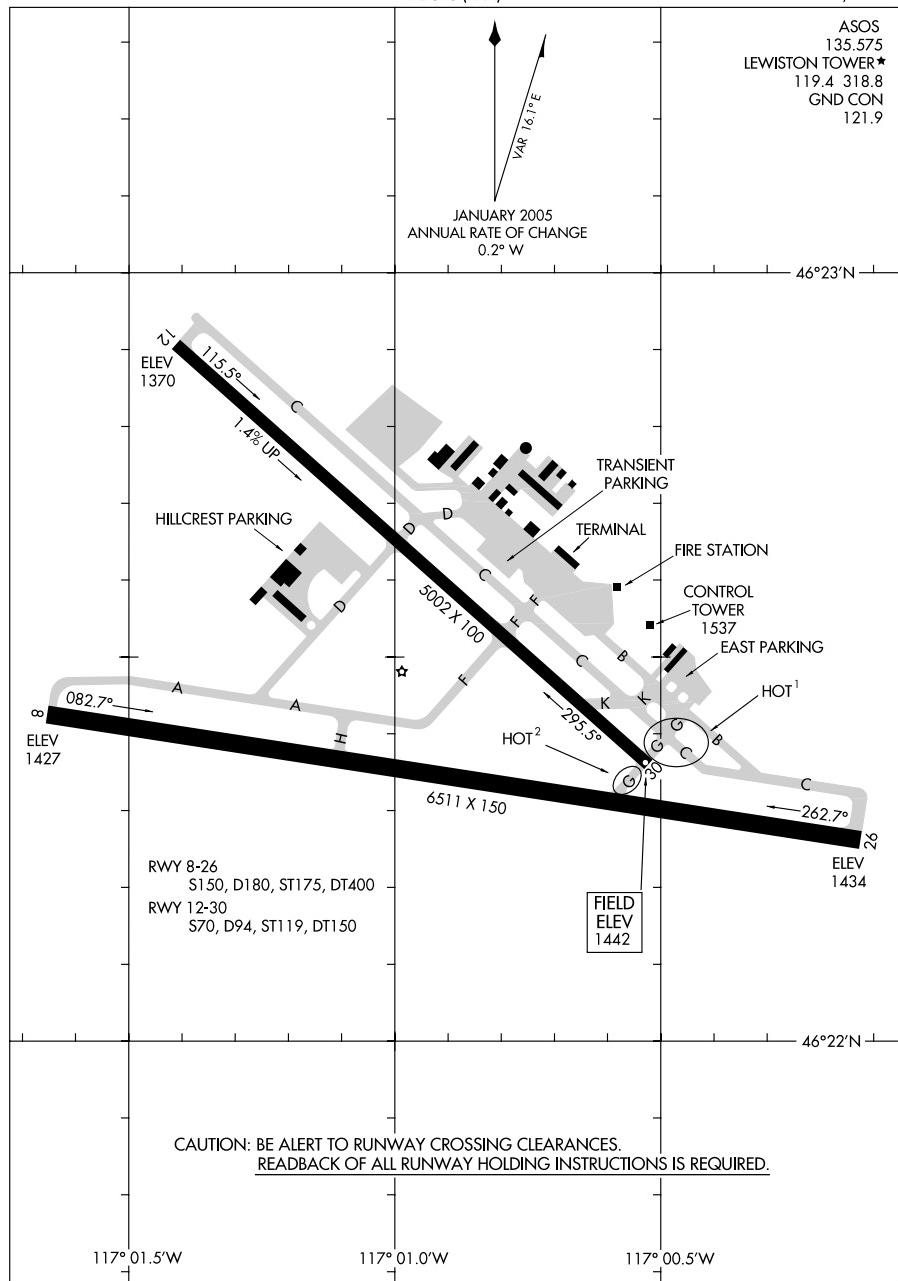
07354

## AIRPORT DIAGRAM

09295

## AIRPORT DIAGRAM

AL-515 (FAA)

LEWISTON-NEZ PERCE COUNTY (LWS)  
LEWISTON, IDAHO

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM  
09295

LEWISTON, IDAHO  
LEWISTON-NEZ PERCE COUNTY (LWS)

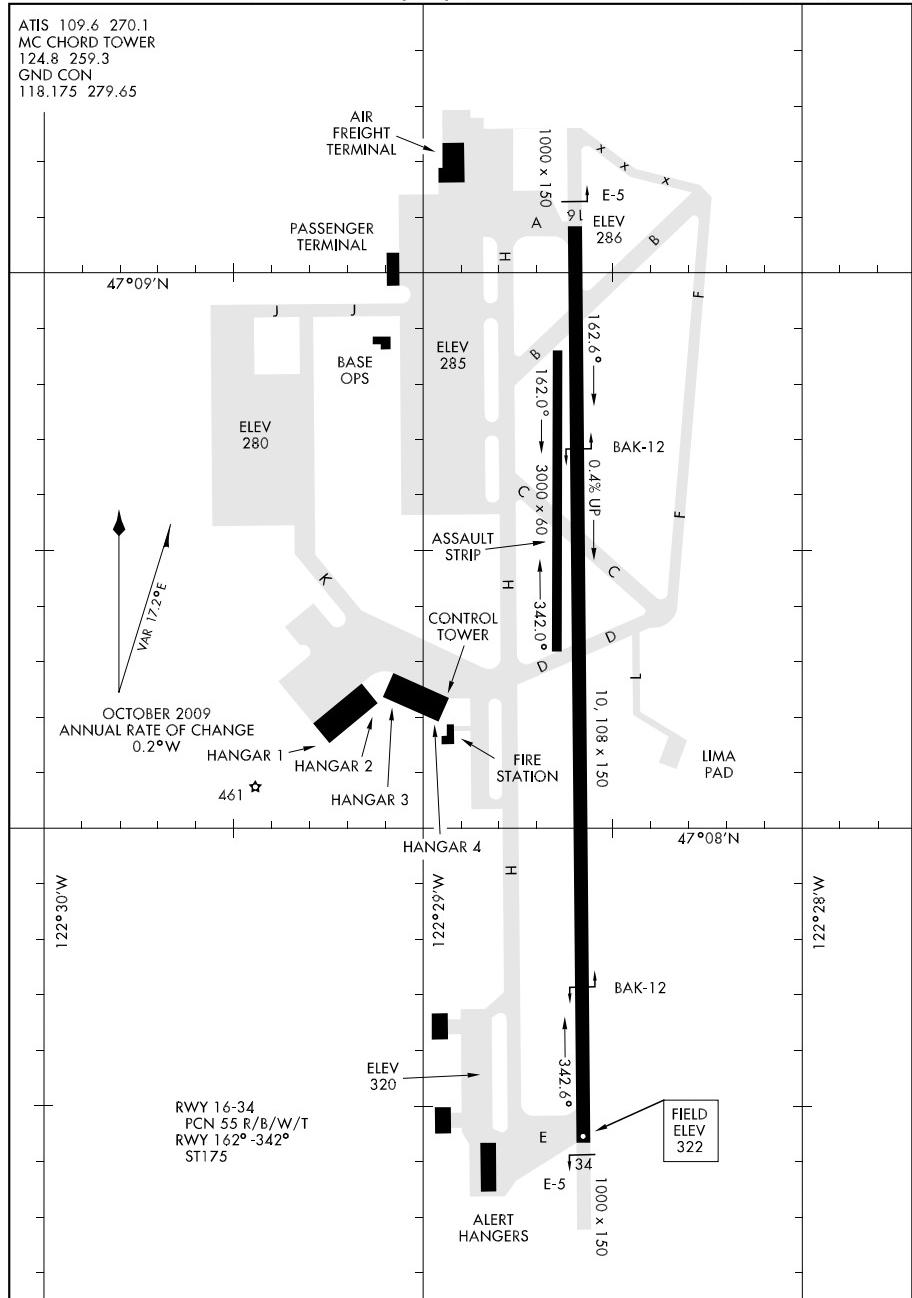
09295

## AIRPORT DIAGRAM

[USAF] AFD-414

MC CHORD AFB (KTCM)  
TACOMA, WASHINGTON

ATIS 109.6 270.1  
 MC CHORD TOWER  
 124.8 259.3  
 GND CON  
 118.175 279.65

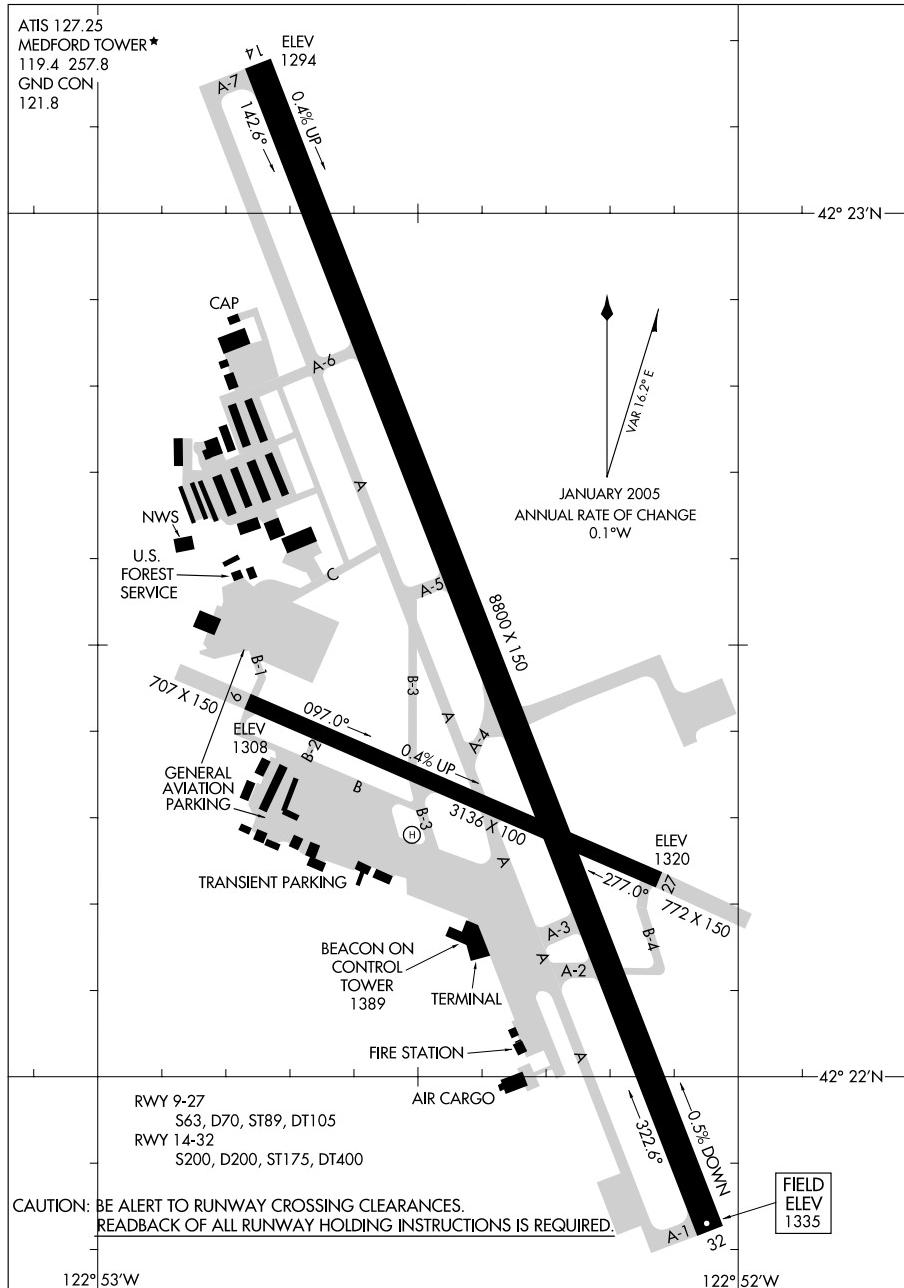


AIRPORT DIAGRAM

TACOMA, WASHINGTON  
MC CHORD AFB (KTCM)

06215

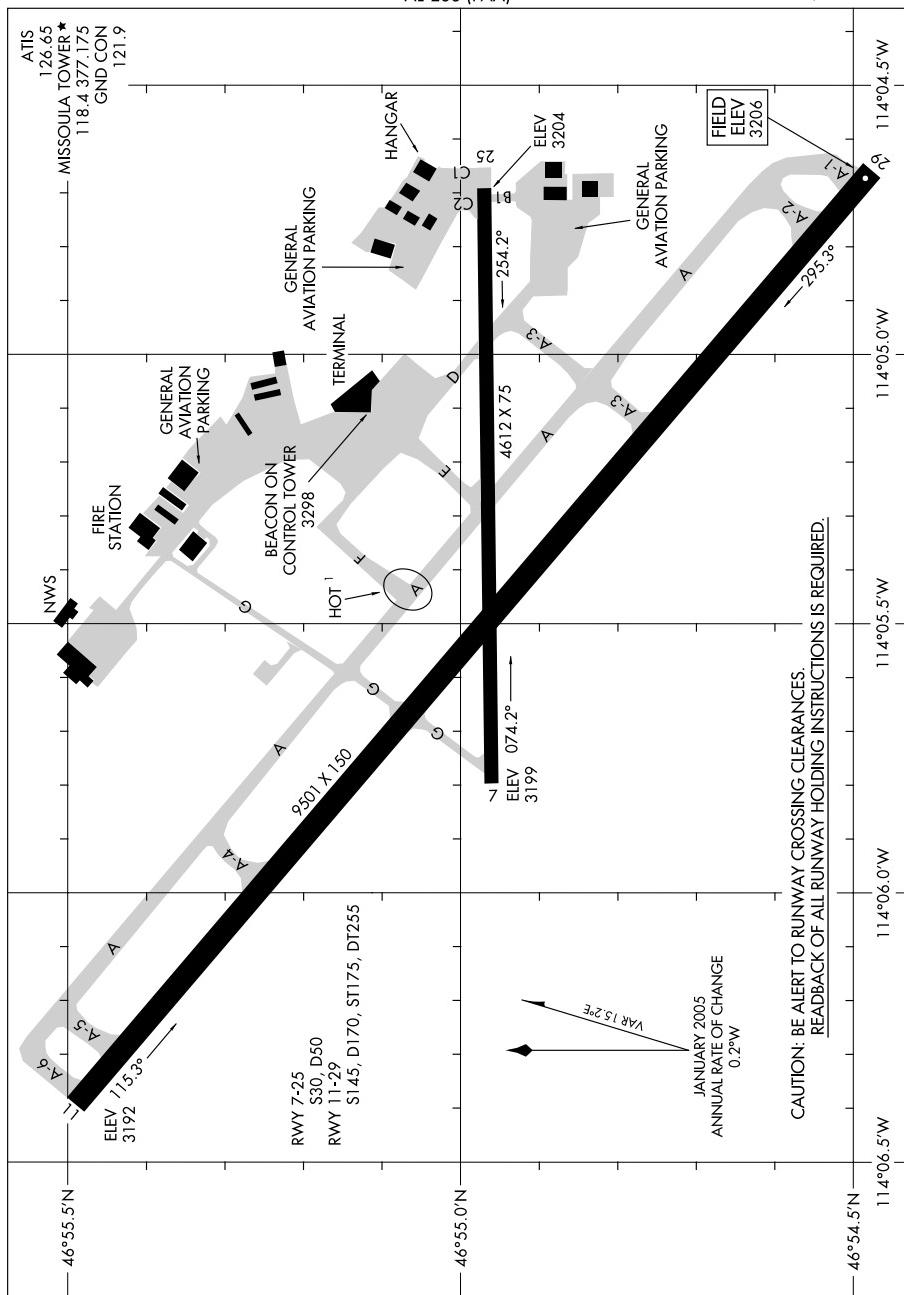
## AIRPORT DIAGRAM

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)  
AL-251 (FAA)  
MEDFORD, OREGONAIRPORT DIAGRAM  
06215MEDFORD, OREGON  
MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

09239

## AIRPORT DIAGRAM

AL-266 (FAA)

MISSOULA INTL (MSO)  
MISSOULA, MONTANA

## AIRPORT DIAGRAM

09239

MISSOULA, MONTANA  
MISSOULA INTL (MSO)

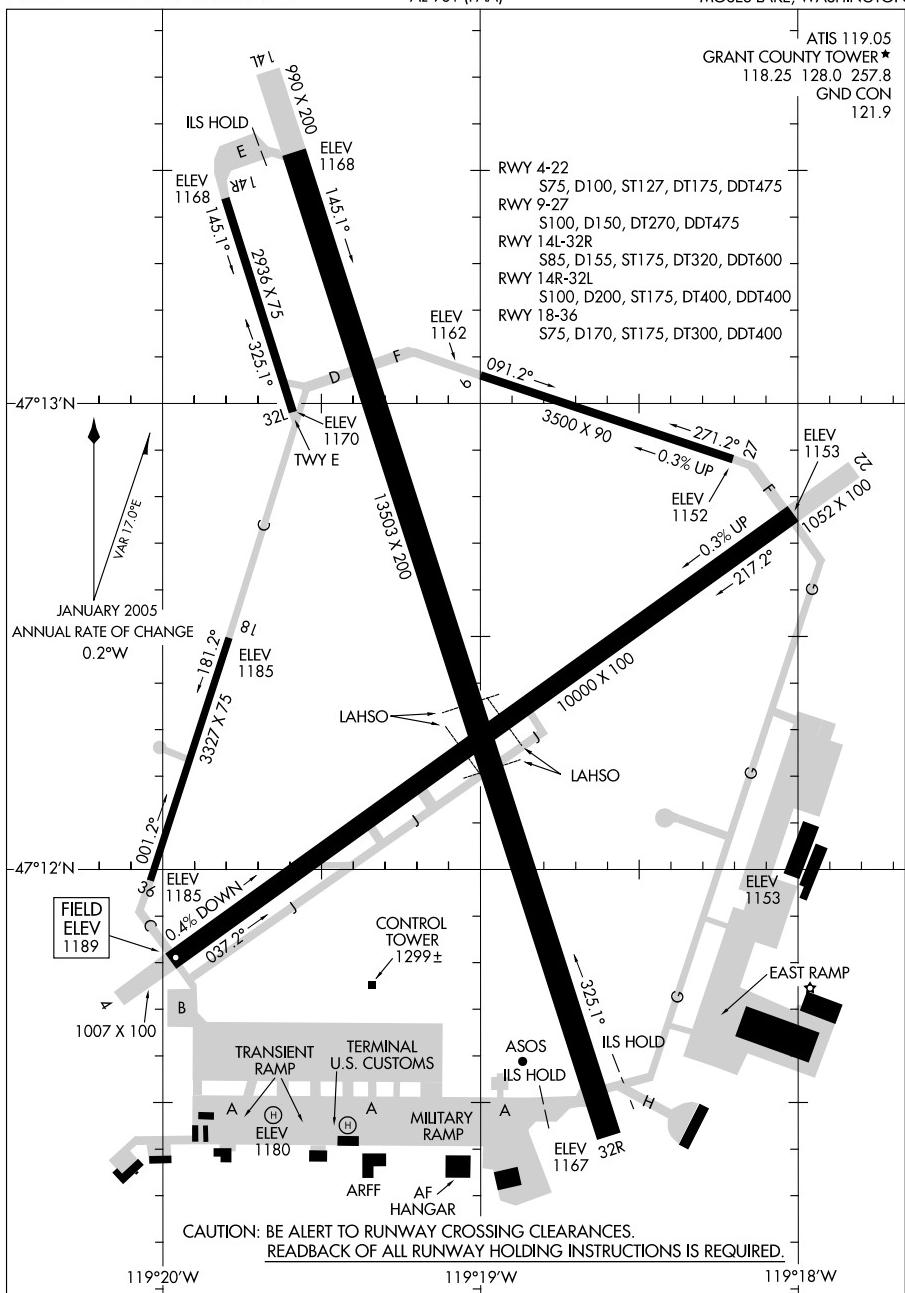
08157

## AIRPORT DIAGRAM

AL-961 (FAA)

MOSES LAKE/GANT COUNTY INTL (MWH)

MOSES LAKE, WASHINGTON



## AIRPORT DIAGRAM

08157

MOSES LAKE, WASHINGTON  
MOSES LAKE/GANT COUNTY INTL (MWH)

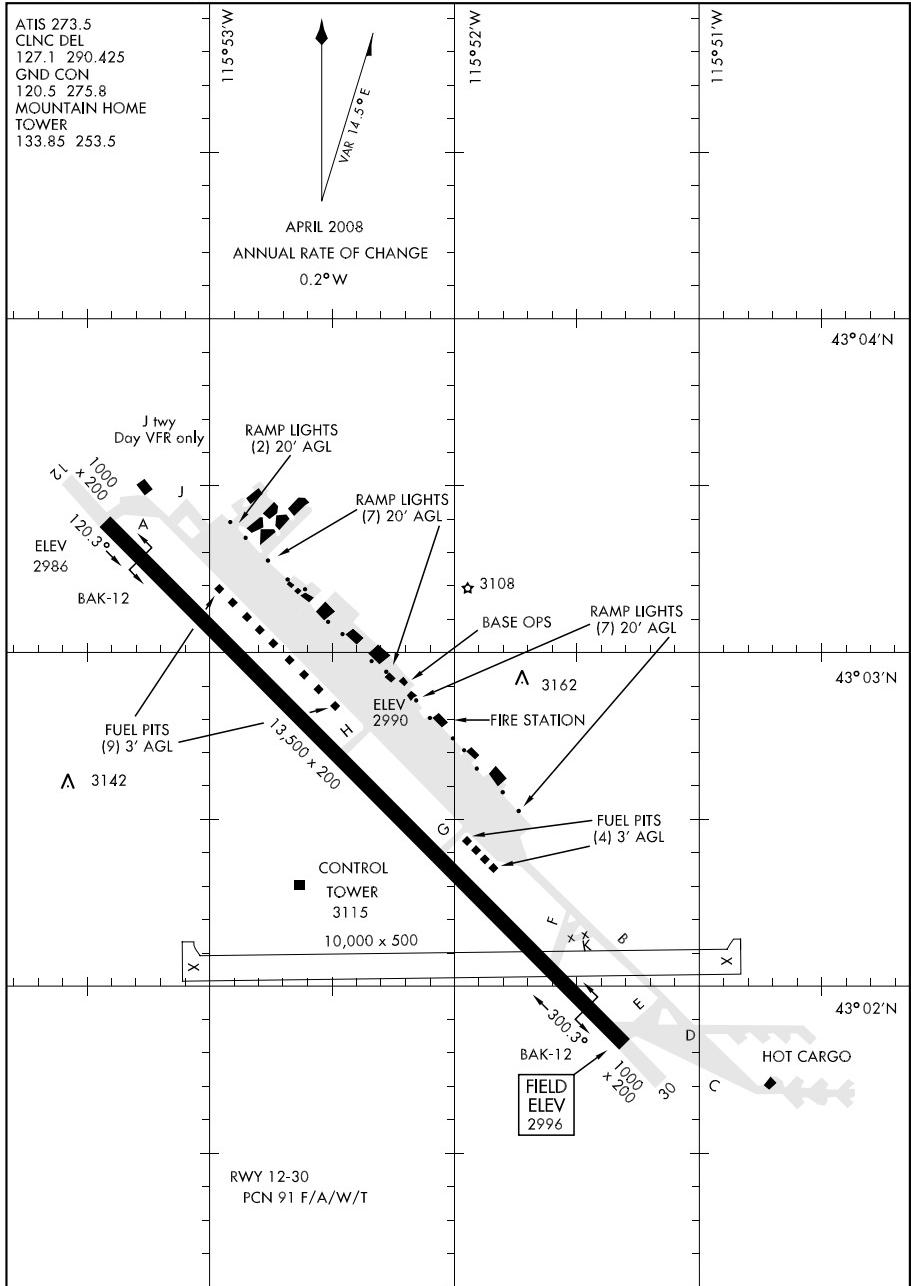
08101

## AIRPORT DIAGRAM

AFD-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, IDAHO



## AIRPORT DIAGRAM

MOUNTAIN HOME, IDAHO

MOUNTAIN HOME AFB (KMUO)

09239

## AIRPORT DIAGRAM

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)  
AL-929 (FAA)

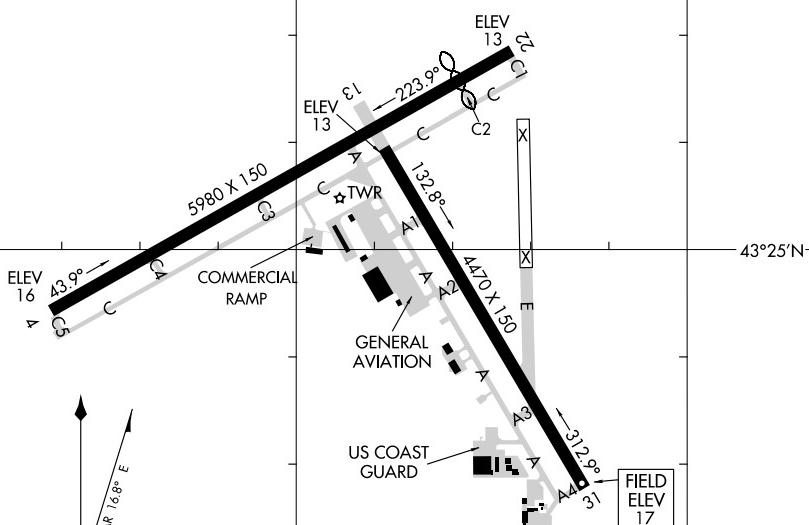
AWOS-3  
135.075  
SOUTHWEST RGNL TOWER\*  
118.45  
GND CON  
127.1

**D**

43°26'N

RWY 4-22  
S106, D113, ST143, DT190  
RWY 13-31  
S90, D100, ST127, DT100

A 207



124°15'N

124°14'N

AIRPORT DIAGRAM  
09239NORTH BEND, OREGON  
NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

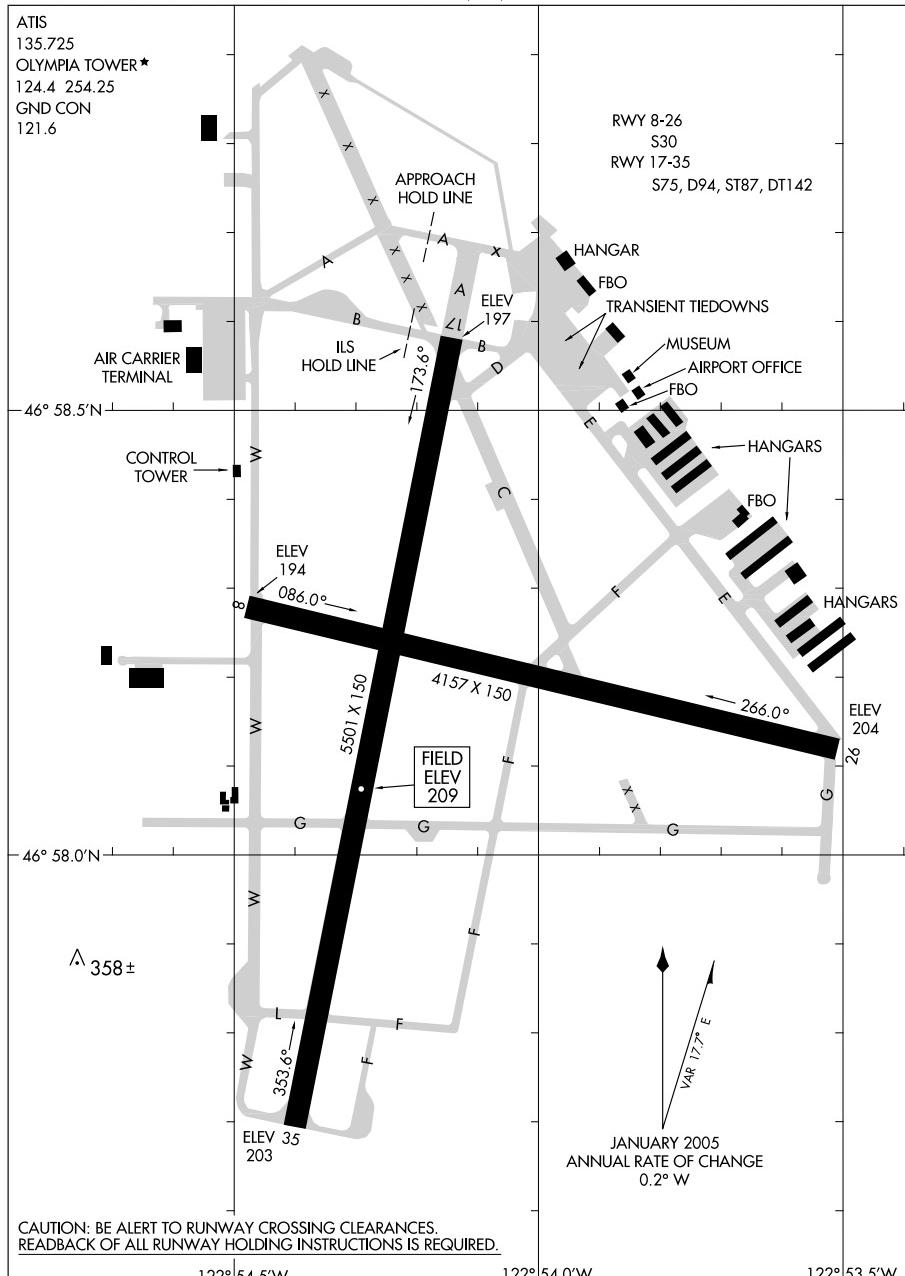
09127

## AIRPORT DIAGRAM

AL-645 (FAA)

OLYMPIA RGNL (OLM)  
OLYMPIA, WASHINGTON

ATIS  
135.725  
OLYMPIA TOWER★  
124.4 254.25  
GND CON  
121.6



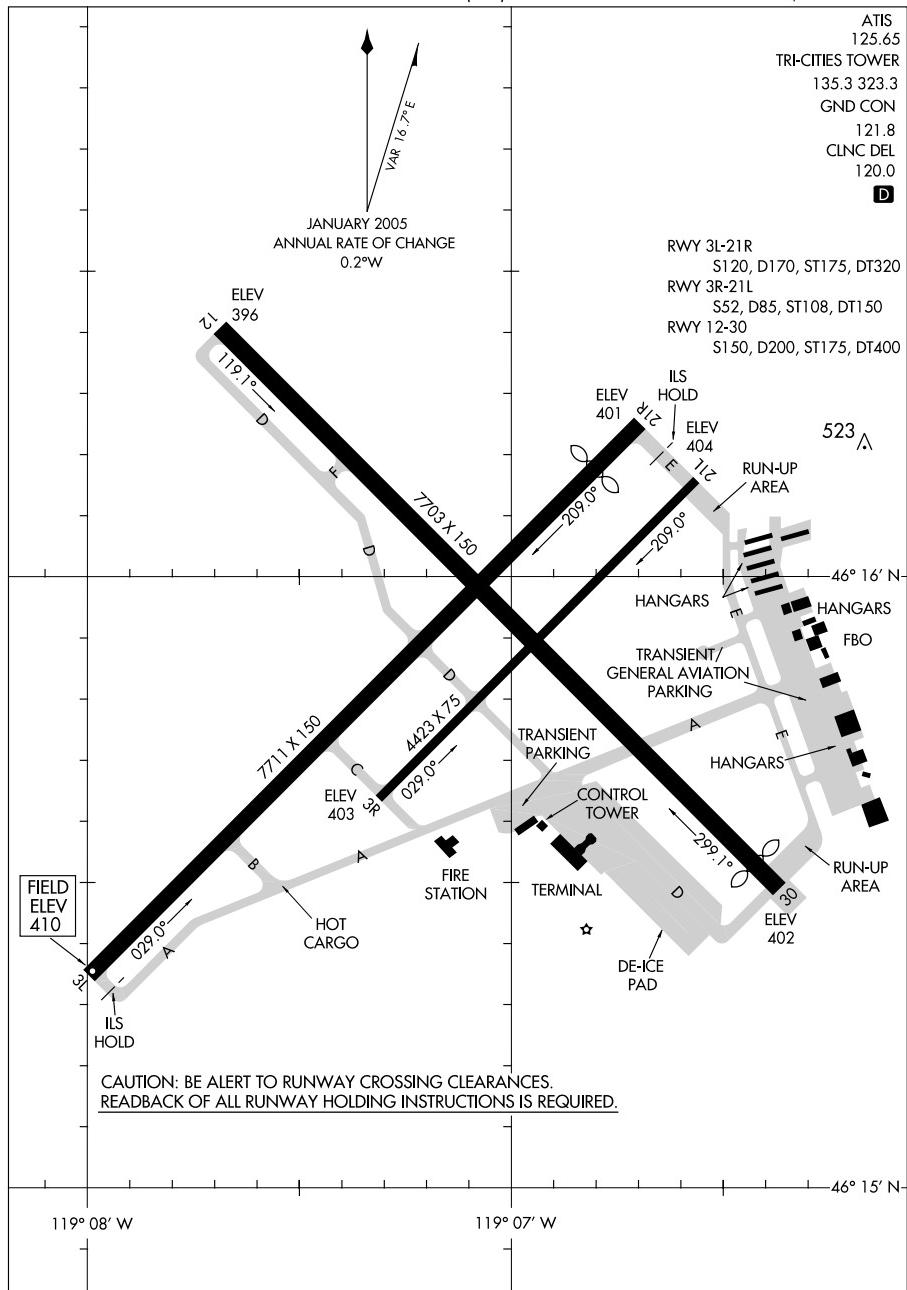
AIRPORT DIAGRAM  
09127

OLYMPIA, WASHINGTON  
OLYMPIA RGNL (OLM)

09015

## AIRPORT DIAGRAM

AL-474 (FAA)

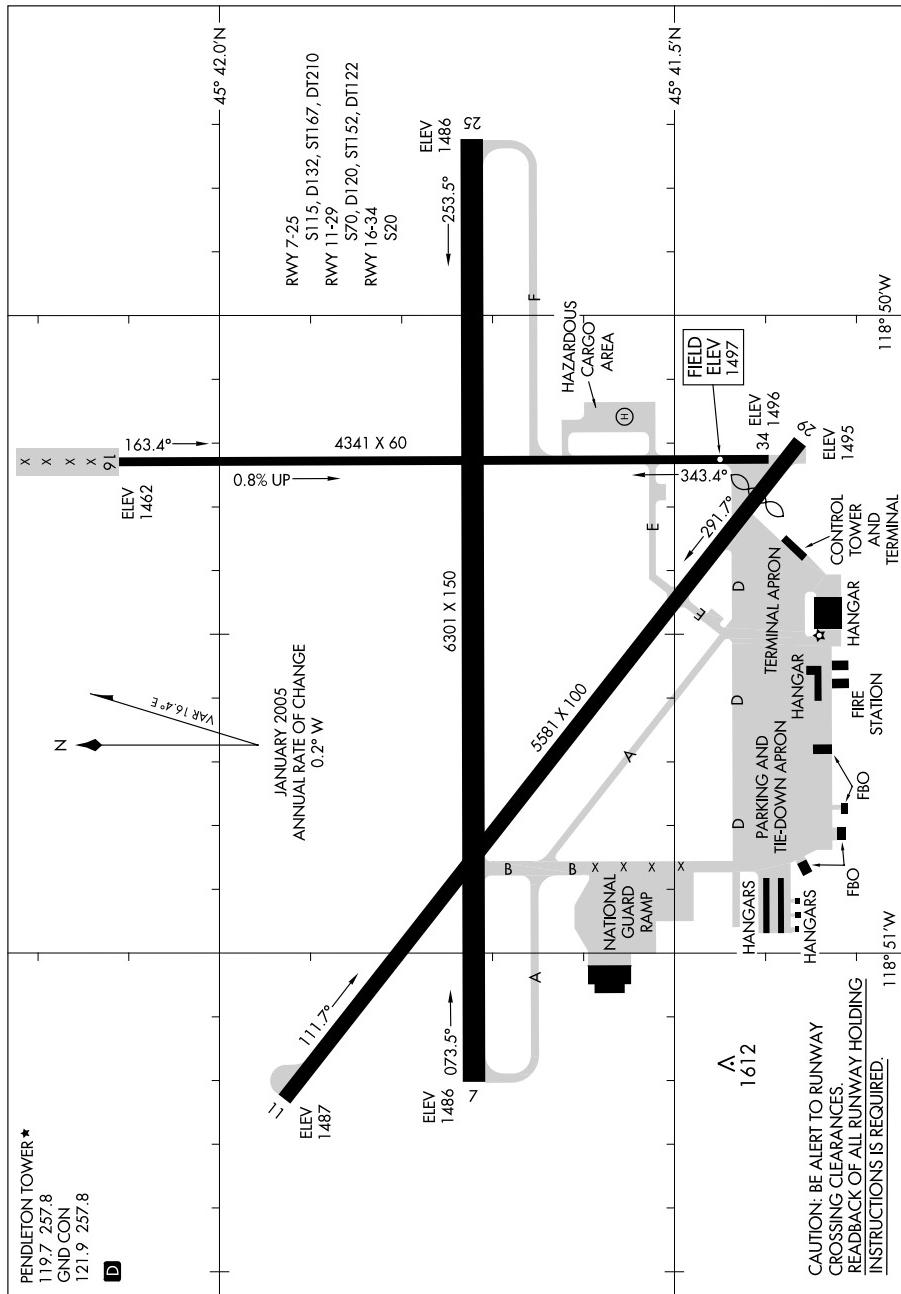
PASCO/TRI-CITIES (PSC)  
PASCO, WASHINGTONAIRPORT DIAGRAM  
09015

09015

## AIRPORT DIAGRAM

PENDLETON/EASTERN OREGON RGNL AT PENDLETON (PDT)  
AL-316 (FAA)

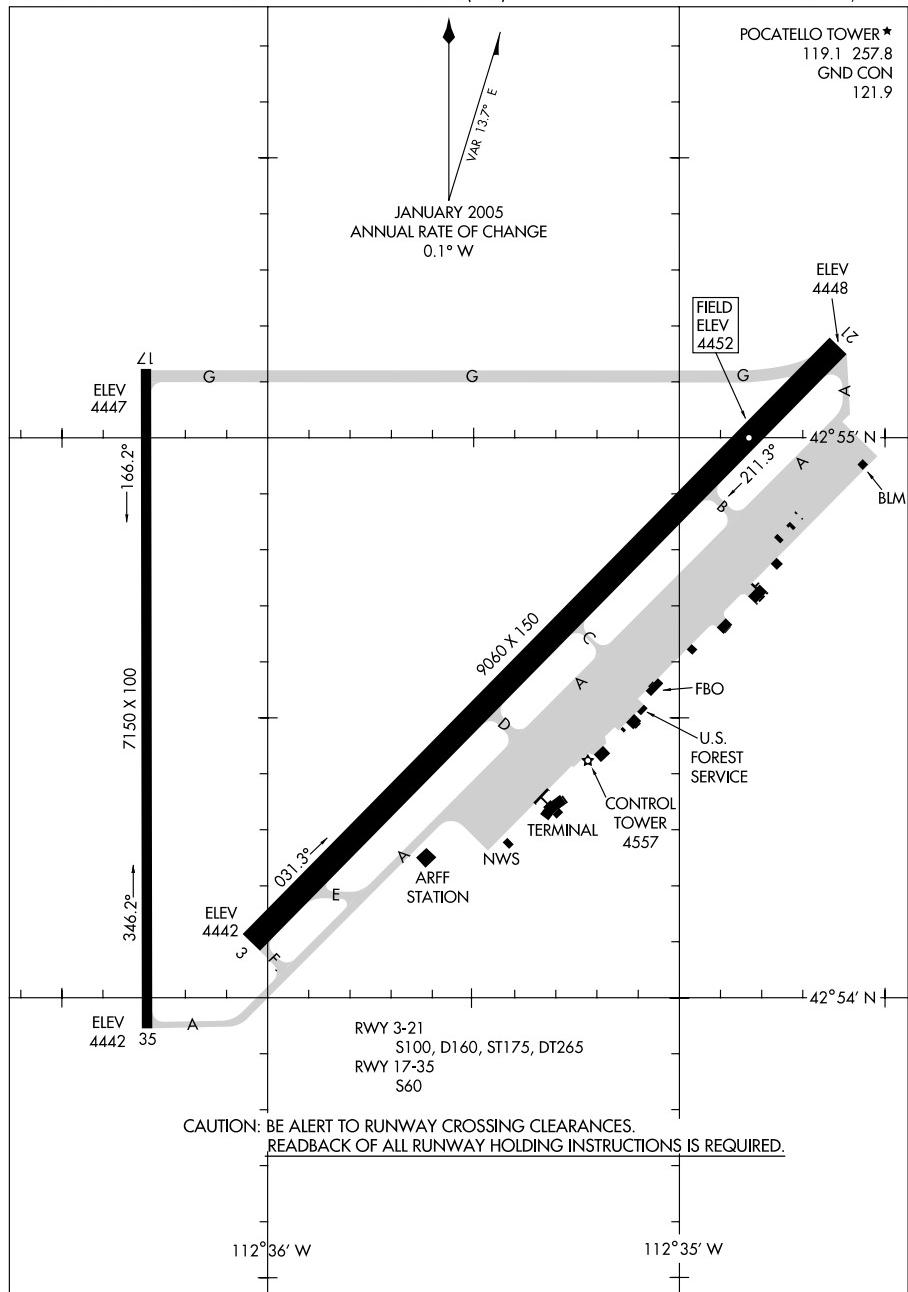
PENDLETON, OREGON

AIRPORT DIAGRAM  
09015PENDLETON, OREGON  
PENDLETON/EASTERN OREGON RGNL AT PENDLETON (PDT)

08213

## AIRPORT DIAGRAM

AL-327 (FAA)

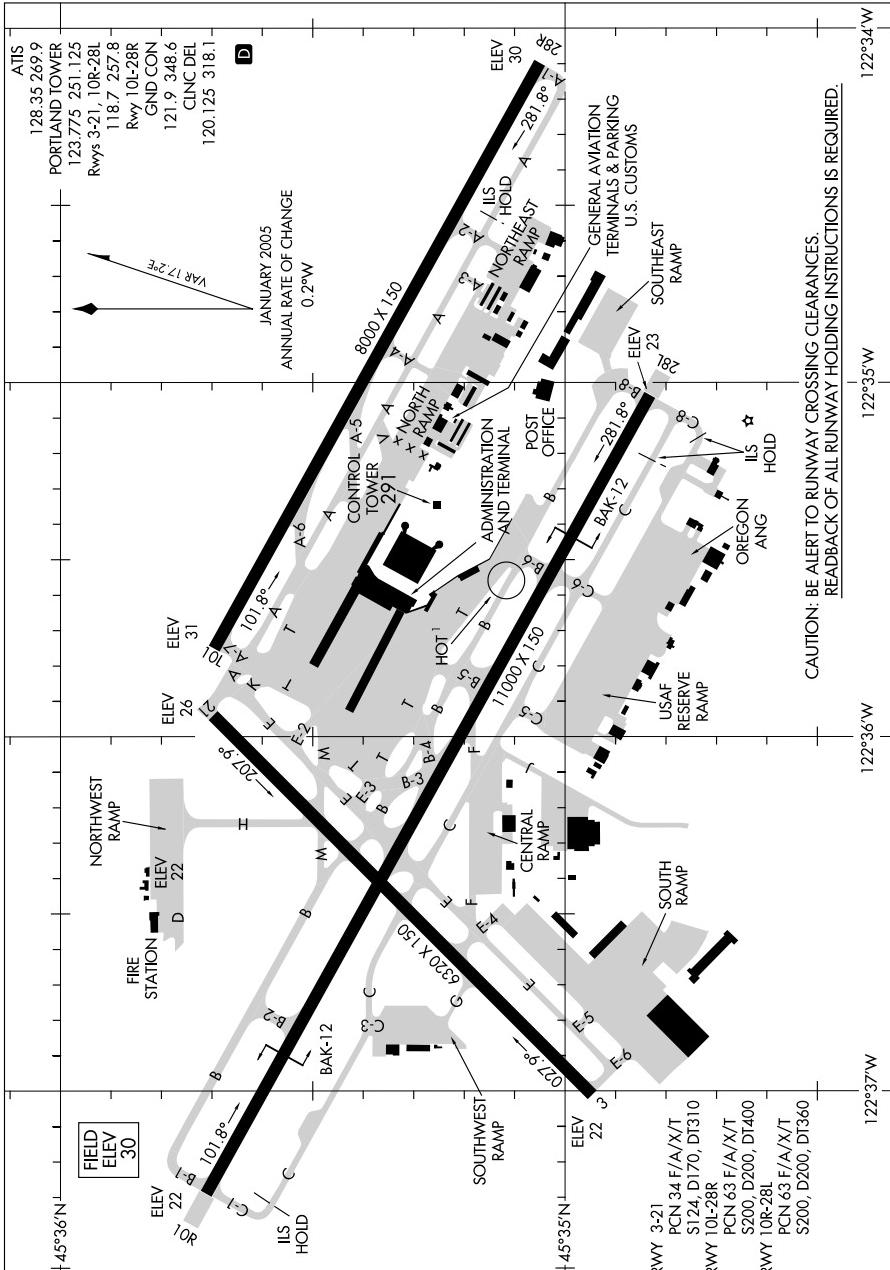
POCATELLO RGNL (PIH)  
POCATELLO, IDAHOAIRPORT DIAGRAM  
08213POCATELLO, IDAHO  
POCATELLO RGNL (PIH)

09295

## AIRPORT DIAGRAM

AL-330 (FAA)

PORTLAND INTL (PDX)  
PORTLAND, OREGON



## AIRPORT DIAGRAM

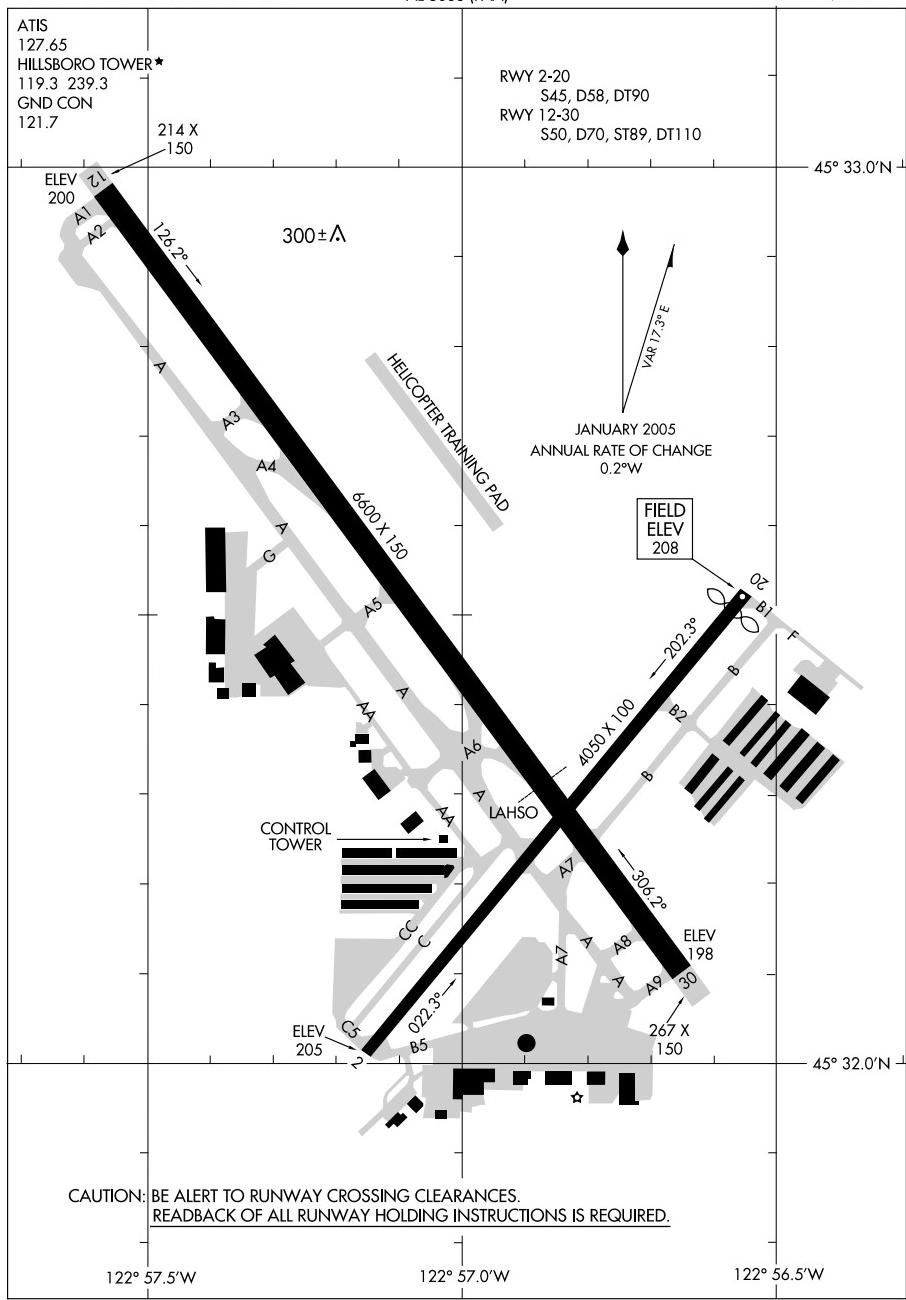
09295

**PORLAND, OREGON  
PORLAND INTL (PDX)**

09239

## AIRPORT DIAGRAM

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)  
PORTLAND, OREGON

## AIRPORT DIAGRAM

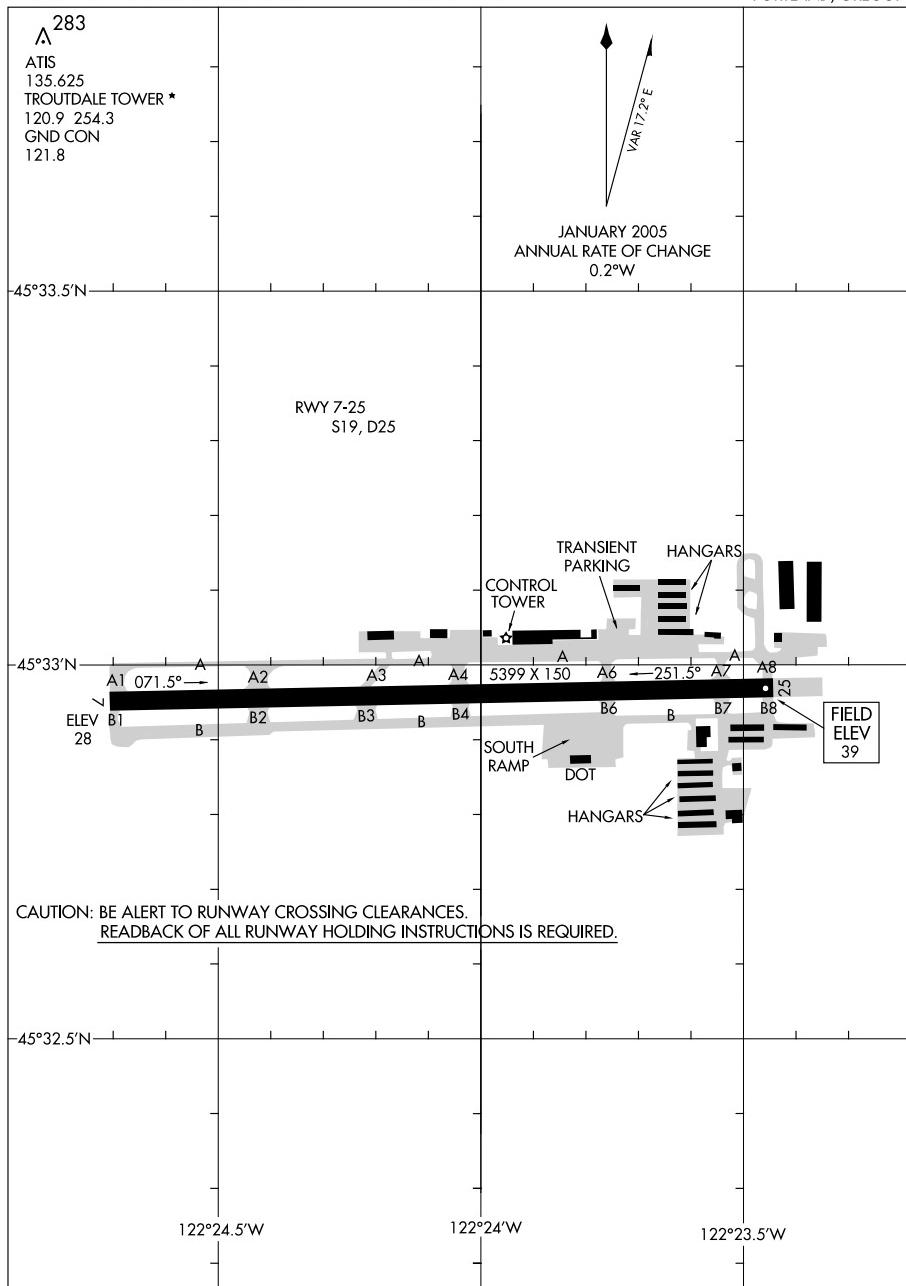
09239

PORTLAND, OREGON  
PORTLAND-HILLSBORO (HIO)

09127

## AIRPORT DIAGRAM

AI-649 (FAA)

PORTLAND-TROUTDALE (TTD)  
PORTLAND, OREGON

AIRPORT DIAGRAM

09127

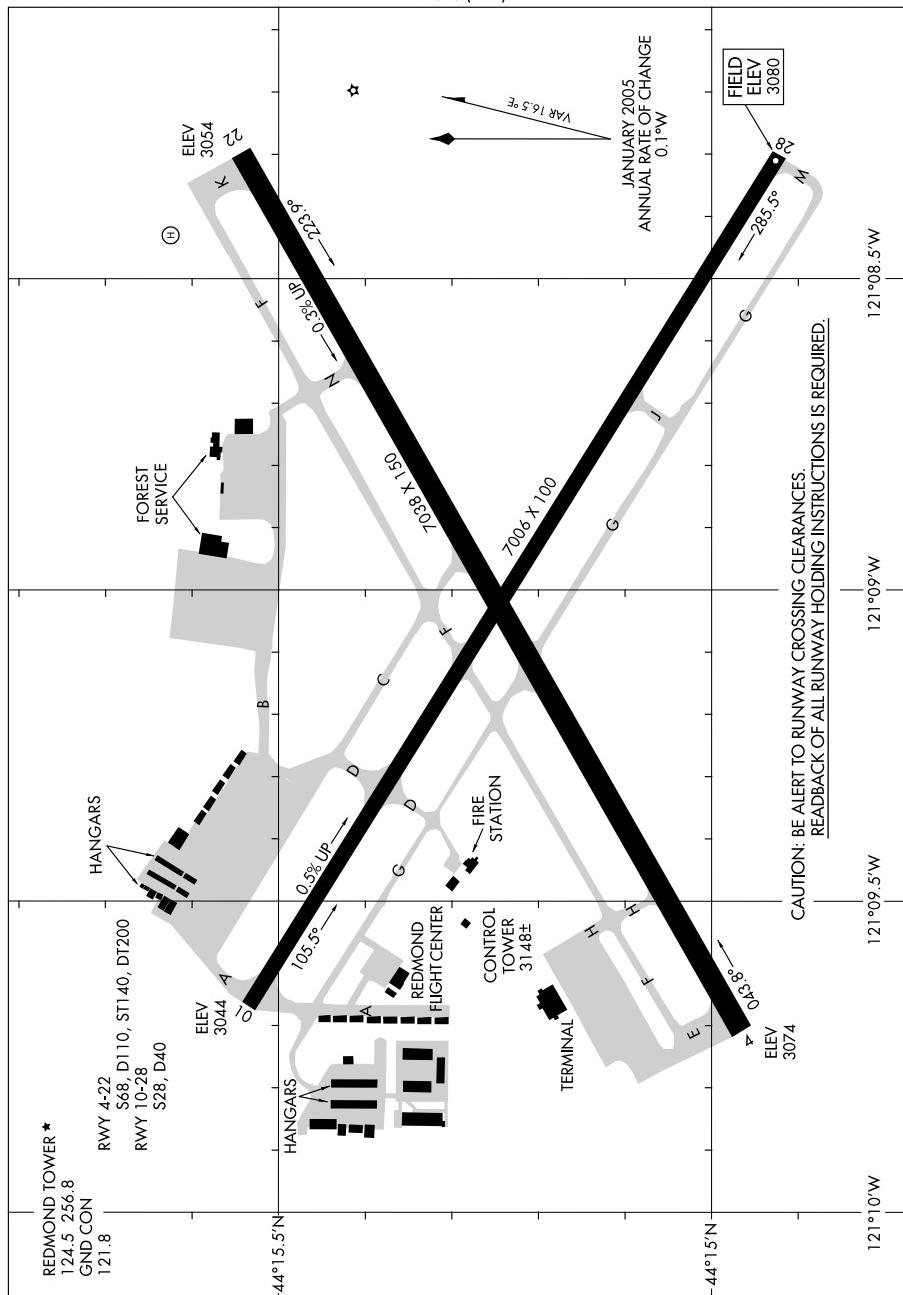
PORTLAND, OREGON  
PORTLAND-TROUTDALE (TTD)

08101

## AIRPORT DIAGRAM

AL-345 (FAA)

**REDMOND/ ROBERTS FIELD (RDM)  
REDMOND, OREGON**



# AIRPORT DIAGRAM

08101

**REDMOND, OREGON**  
**REDMOND/ ROBERTS FIELD (RDM)**

09239

## AIRPORT DIAGRAM

**RENTON MUNI (RNT)**  
RENTON, WASHINGTON

ATIS  
126.95  
RENTON TOWER ★  
124.7 256.9  
GND CON  
121.6 256.9

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

AL-5396 (FAA)

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.2% W

VAR 17.8° E

ELEV

WY 16-34  
S100, D130, DT340

453 ±

122°13'5''W

122°13'W

122°12'5''W

100

## AIRPORT DIAGRAM

09239

RENTON, WASHINGTON  
RENTON MUNI (RNT)

06215

## AIRPORT DIAGRAM

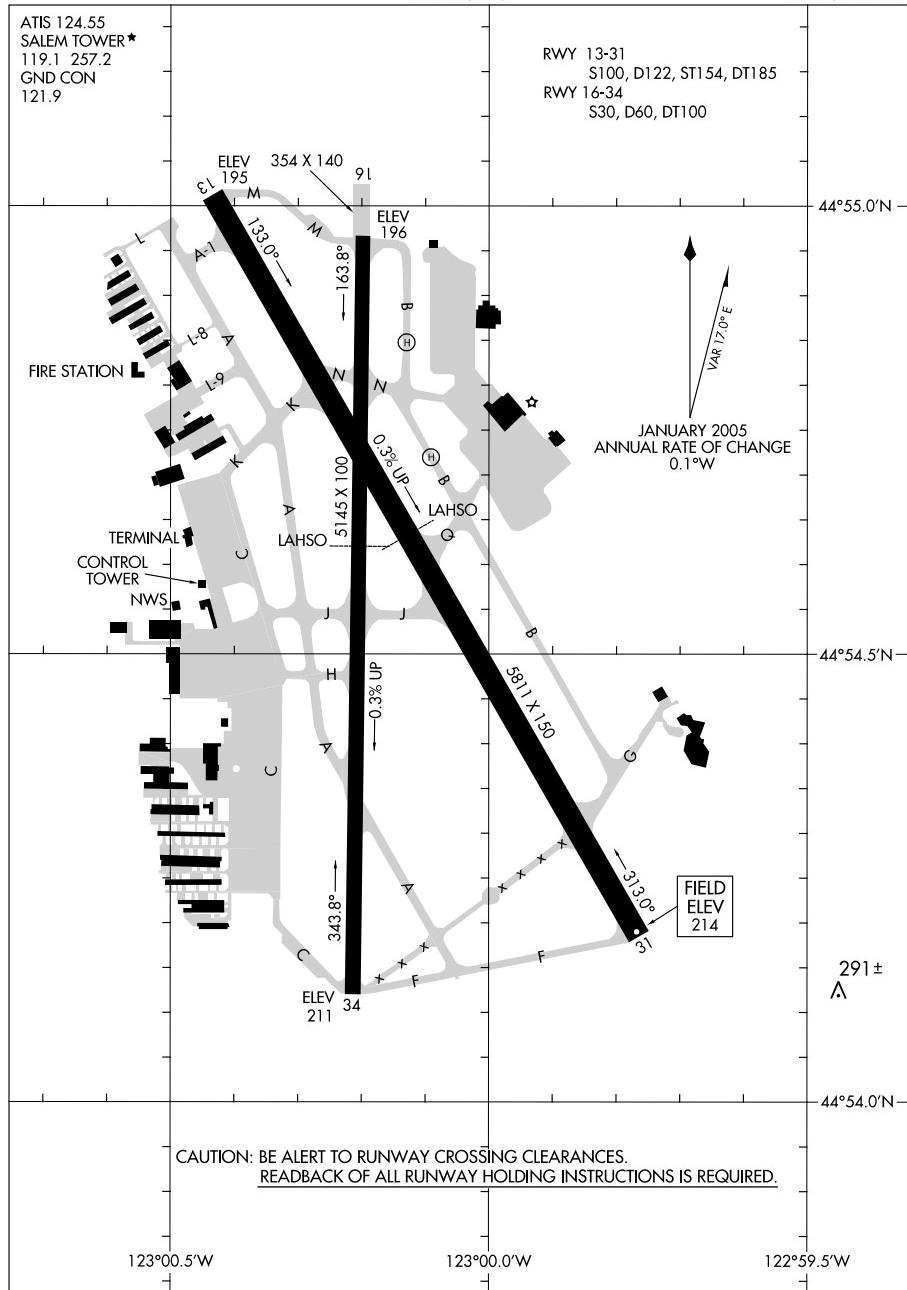
AL-361 (FAA)

SALEM/MCNARY FIELD (SLE)

SALEM, OREGON

ATIS 124.55  
SALEM TOWER★  
119.1 257.2  
GND CON  
121.9

RWY 13-31  
S100, D122, ST154, DT185  
RWY 16-34  
S30, D60, DT100



AIRPORT DIAGRAM  
06215

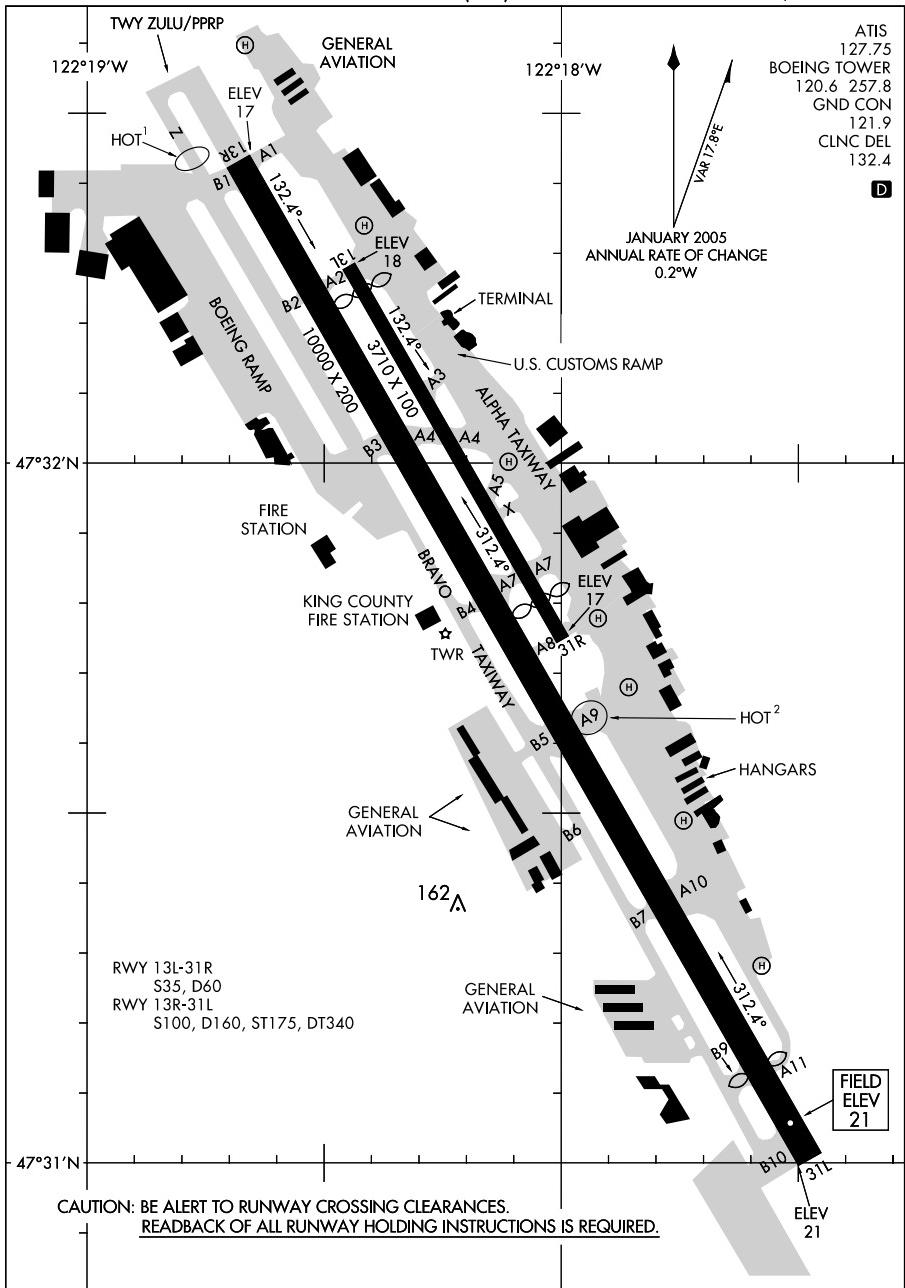
SALEM, OREGON  
SALEM/MCNARY FIELD (SLE)

09239

## AIRPORT DIAGRAM

SEATTLE/ BOEING FIELD/KING COUNTY INTL (BFI)  
AL-384 (FAA)

SEATTLE, WASHINGTON



## AIRPORT DIAGRAM

09239

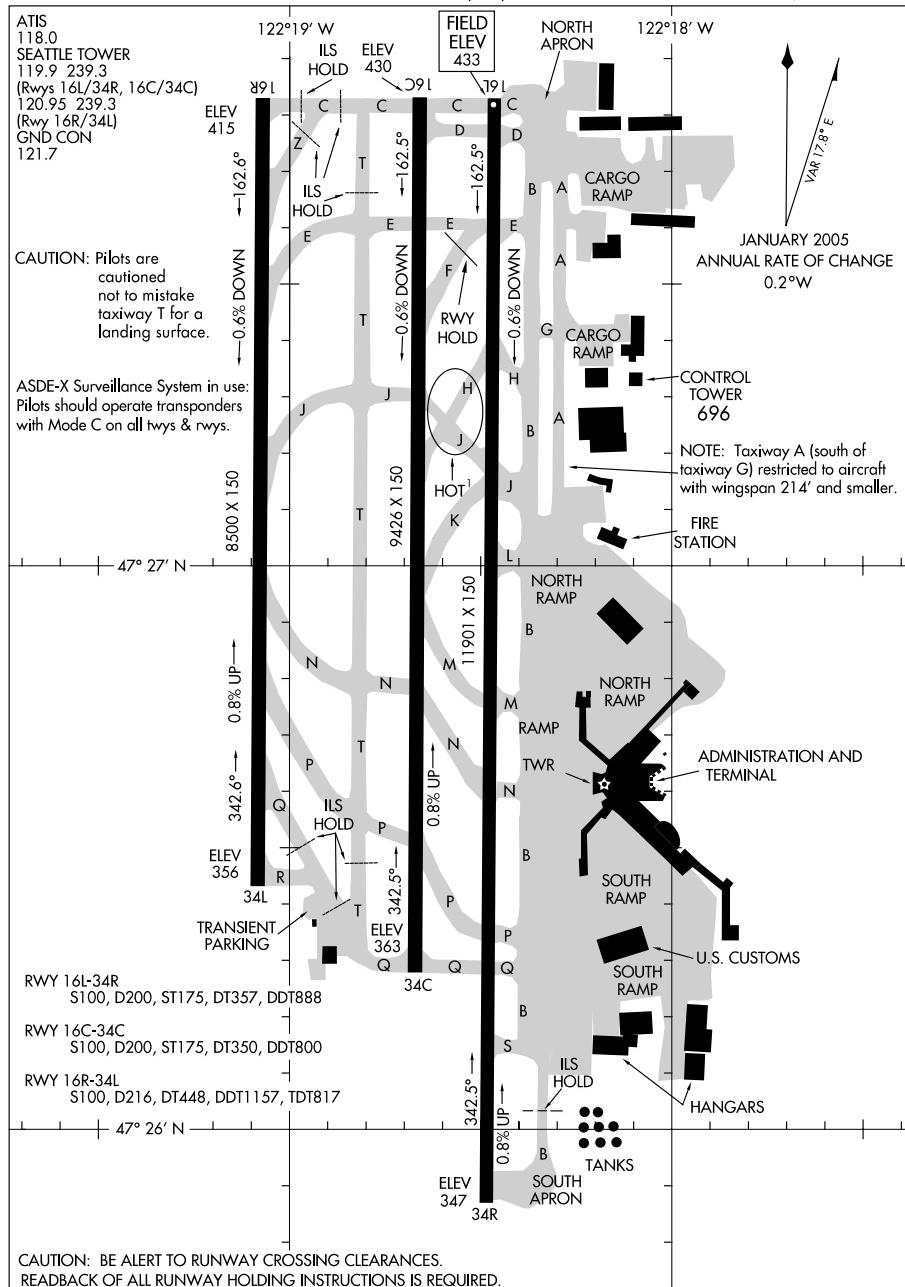
SEATTLE, WASHINGTON  
SEATTLE/ BOEING FIELD/KING COUNTY INTL (BFI)

09239

## AIRPORT DIAGRAM

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)  
SEATTLE, WASHINGTON



# AIRPORT DIAGRAM

09239

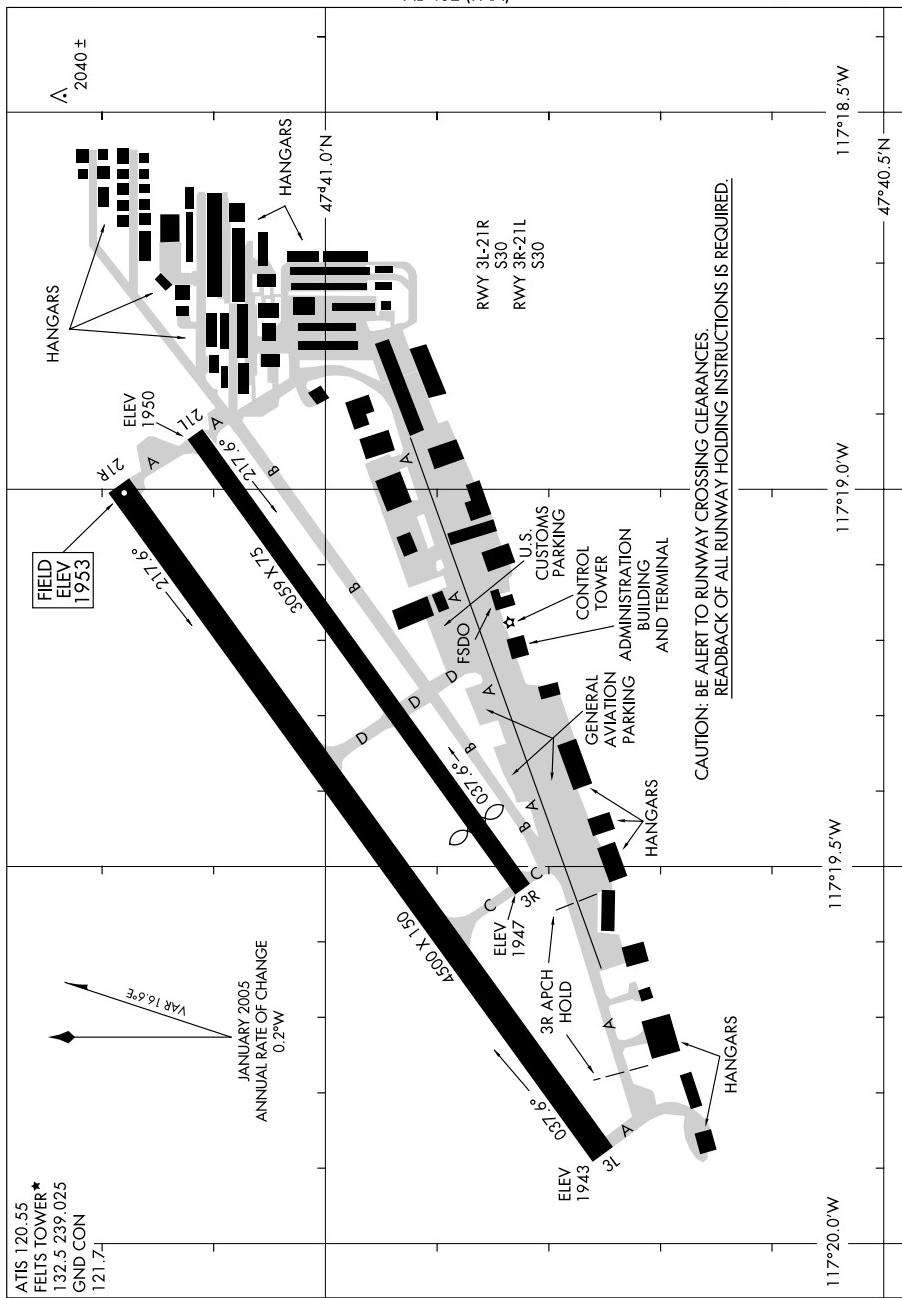
SEATTLE, WASHINGTON  
SEATTLE-TACOMA INT'L (SEA)

08325

## AIRPORT DIAGRAM

AL-402 (FAA)

SPOKANE/ FELTS FIELD (SFF)  
SPOKANE, WASHINGTON



# AIRPORT DIAGRAM

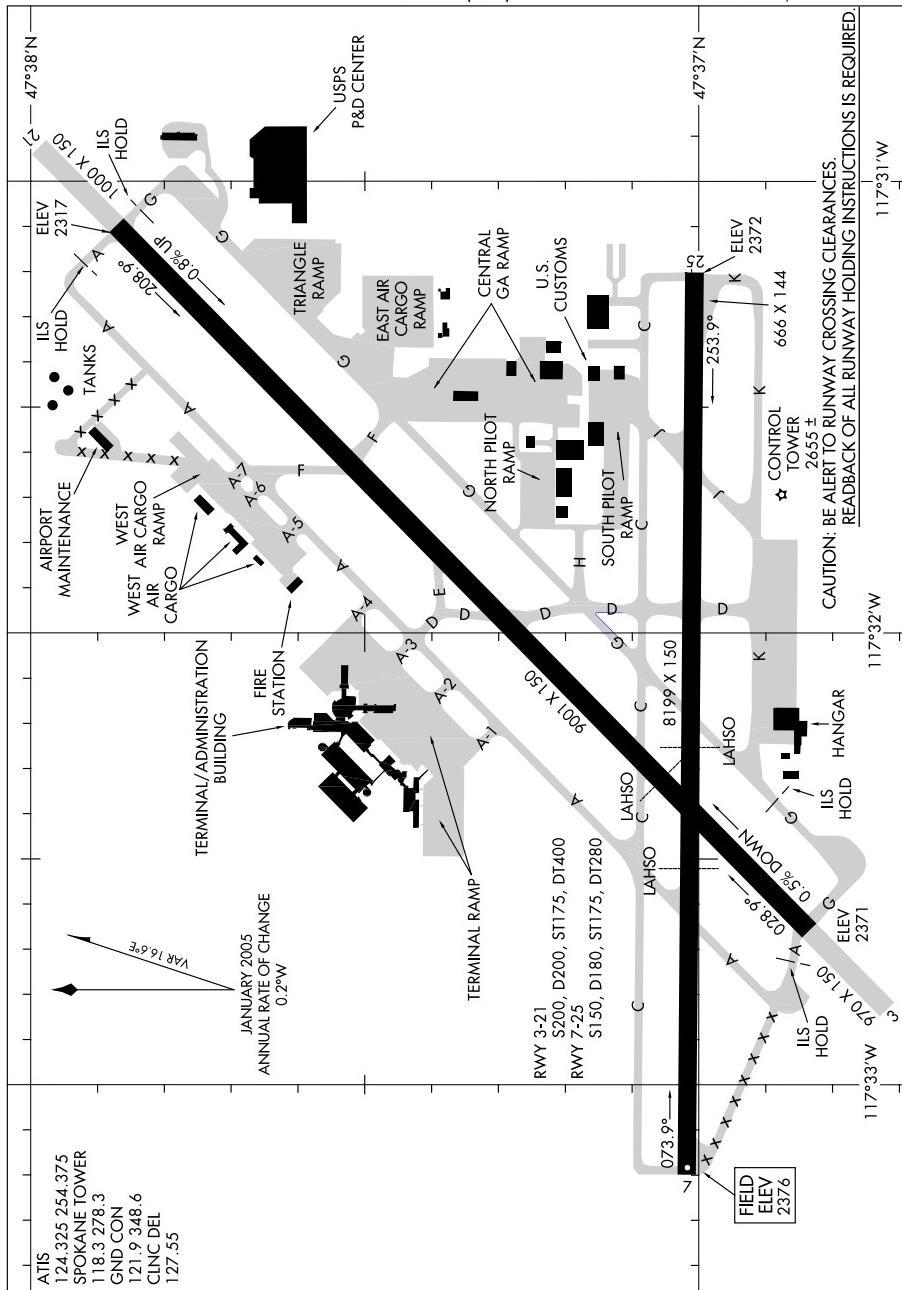
08325

SPOKANE, WASHINGTON  
SPOKANE/FELTS FIELD (SFF)

09015

## AIRPORT DIAGRAM

AL-403 (FAA)

SPOKANE INTL (GEG)  
SPOKANE, WASHINGTON

## AIRPORT DIAGRAM

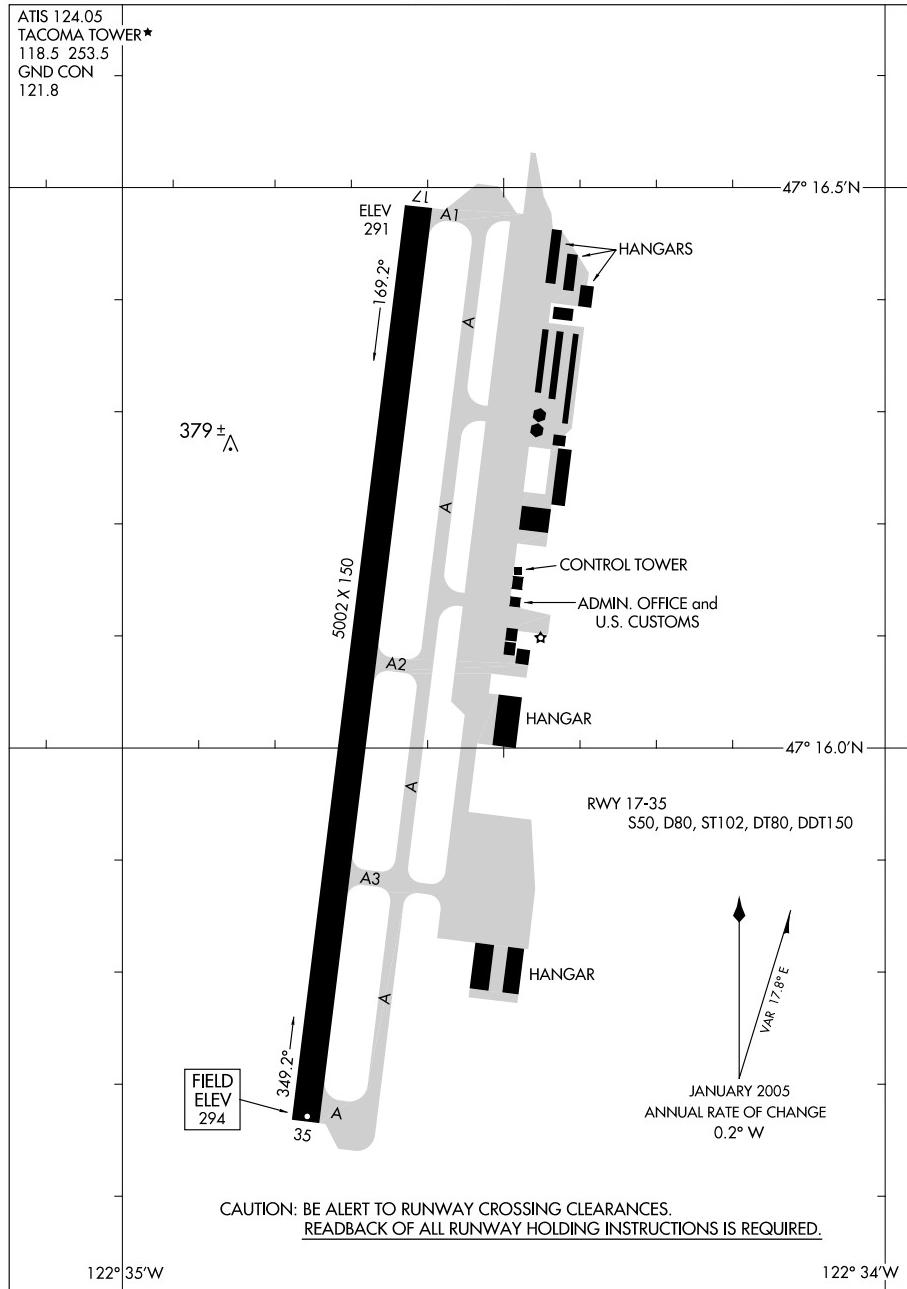
09015

SPOKANE, WASHINGTON  
SPOKANE INTL (GEG)

07074

## AIRPORT DIAGRAM

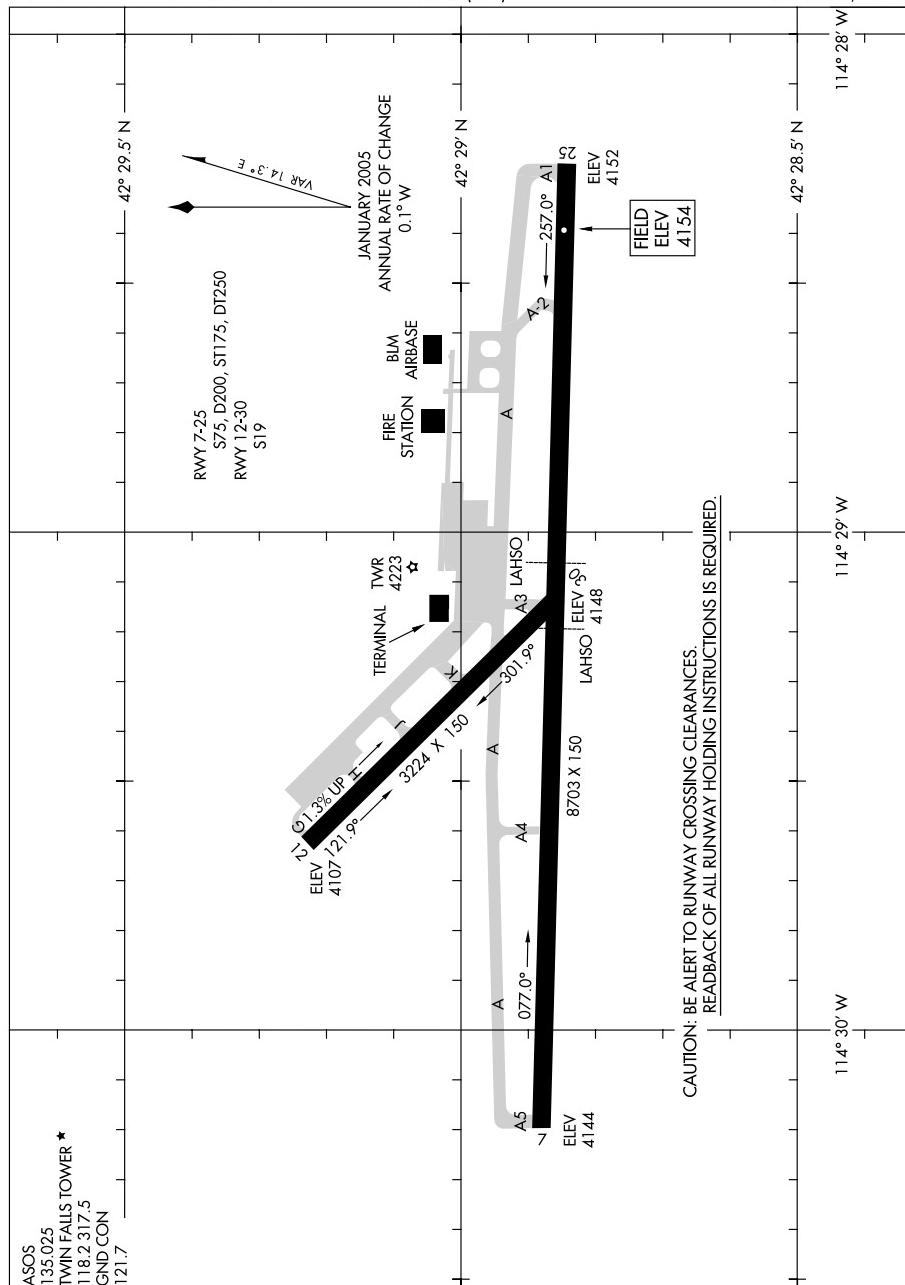
AI-5186 (FAA)

TACOMA NARROWS (TIW)  
TACOMA, WASHINGTONAIRPORT DIAGRAM  
07074TACOMA, WASHINGTON  
TACOMA NARROWS (TIW)

09239

# AIRPORT DIAGRAM

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)  
AL-885 (FAA) TWIN FALLS, IDAHO



# AIRPORT DIAGRAM

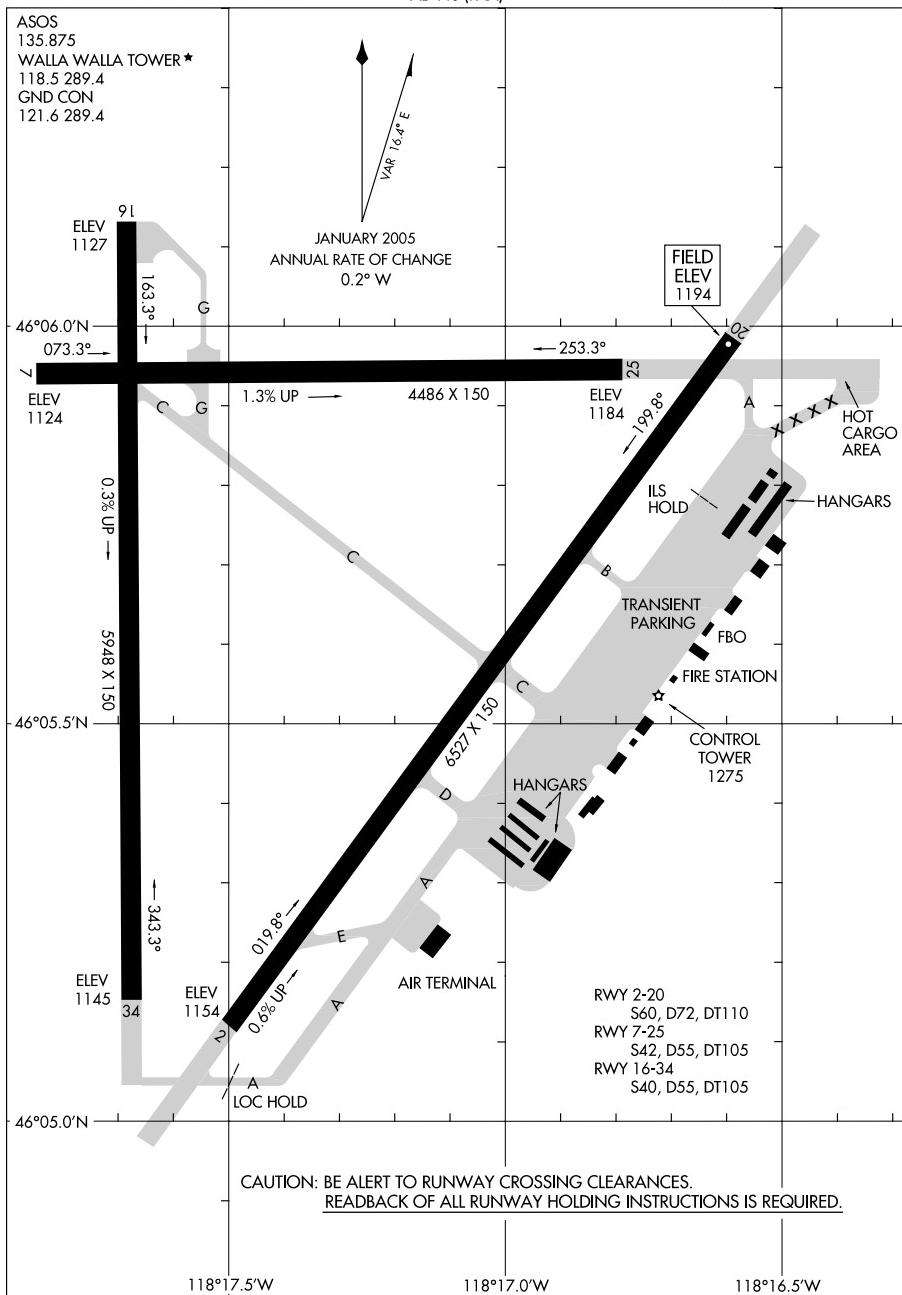
09239

TWIN FALLS, IDAHO

09127

## AIRPORT DIAGRAM

AL-440 (FAA)

WALLA WALLA RGNL (ALW)  
WALLA WALLA, WASHINGTON

## AIRPORT DIAGRAM

09127

WALLA WALLA, WASHINGTON  
WALLA WALLA RGNL (ALW)

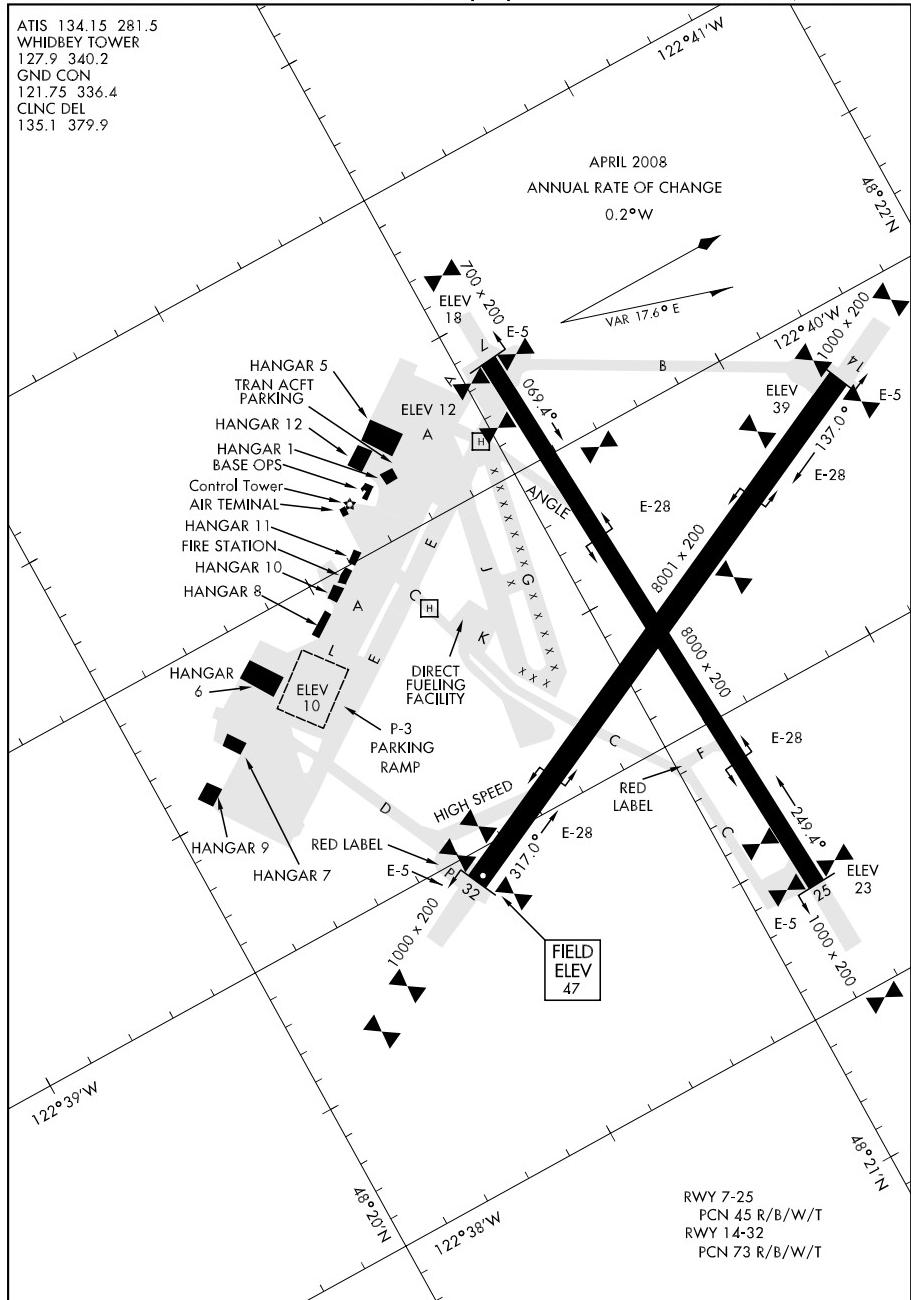
08101

## AIRPORT DIAGRAM

AFD-451 [USN]

WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

OAK HARBOR, WASHINGTON



AIRPORT DIAGRAM

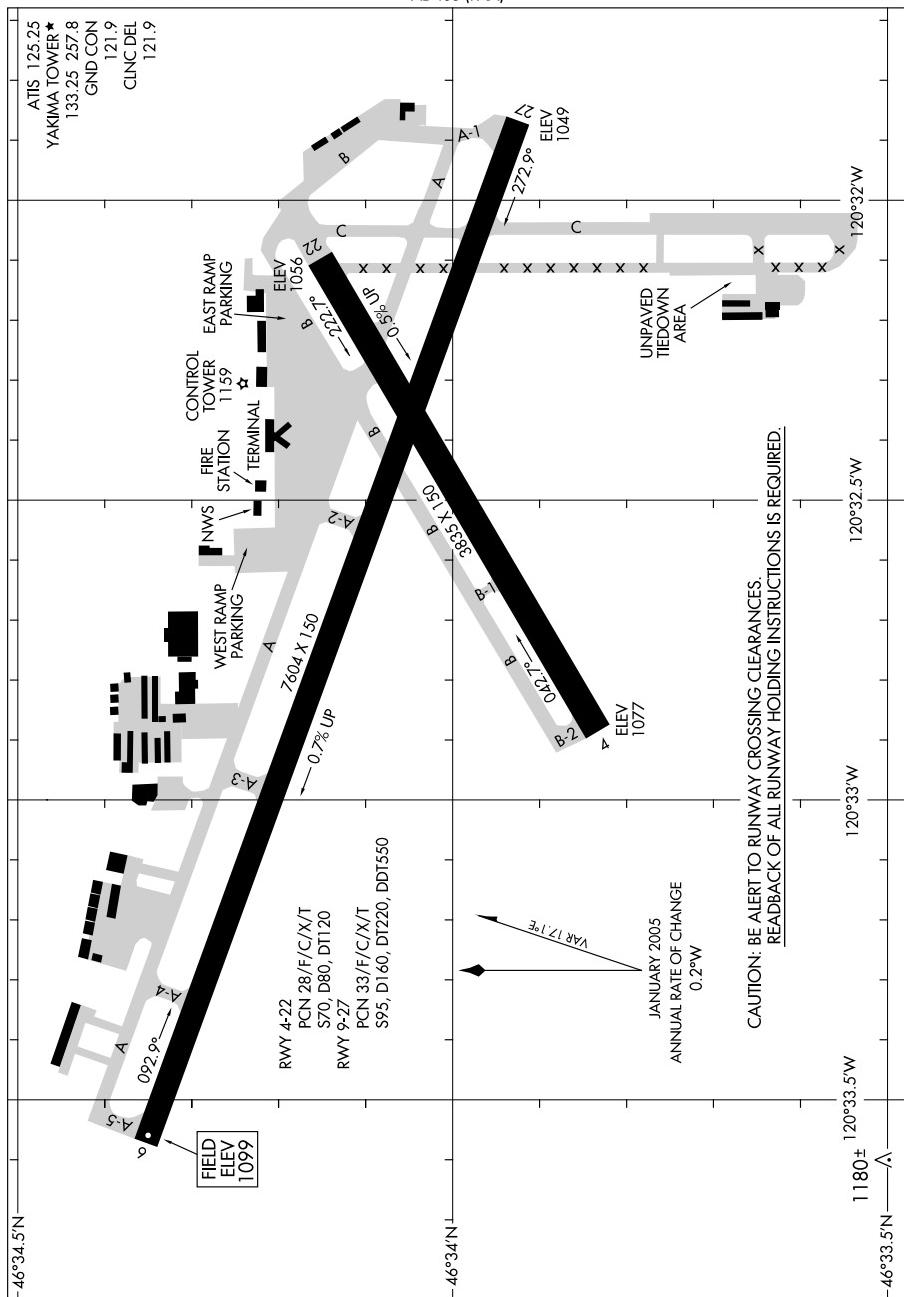
OAK HARBOR, WASHINGTON  
WHIDBEY ISLAND NAS (AULT FLD) (KNUW)

08213

## AIRPORT DIAGRAM

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)  
AL-465 (FAA)

YAKIMA, WASHINGTON

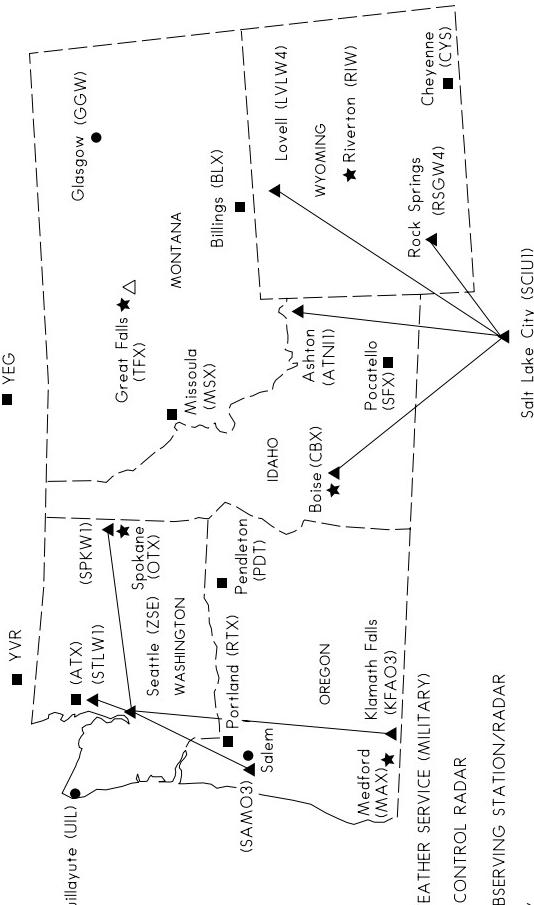


## AIRPORT DIAGRAM

08213

YAKIMA, WASHINGTON  
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

NATIONAL WEATHER SERVICE (NWS)  
UPPER AIR OBSERVING STATIONS (UAOS)  
AND  
WEATHER RADAR NETWORK



OTHER TIMES UPPER AIR STATIONS-BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON AND 2300 UTC DAILY

**NOTE:** FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.